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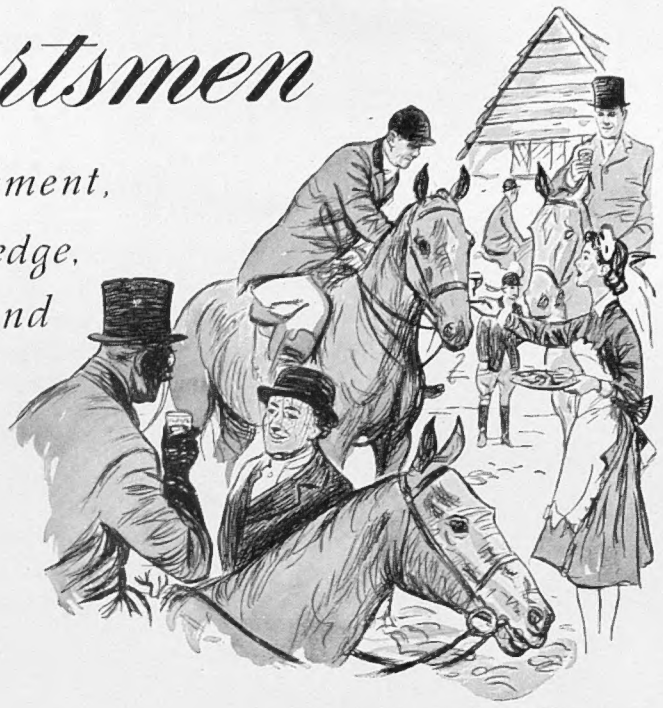

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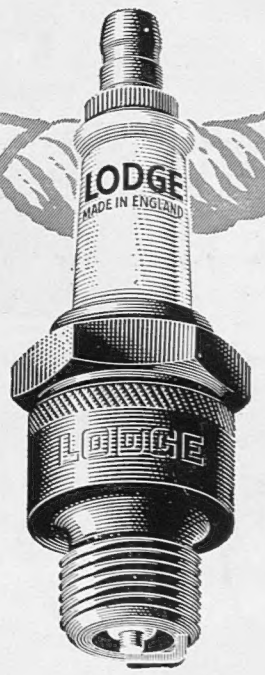

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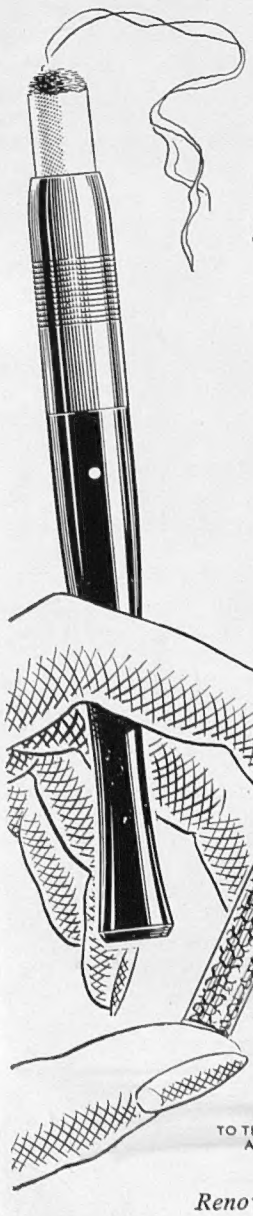

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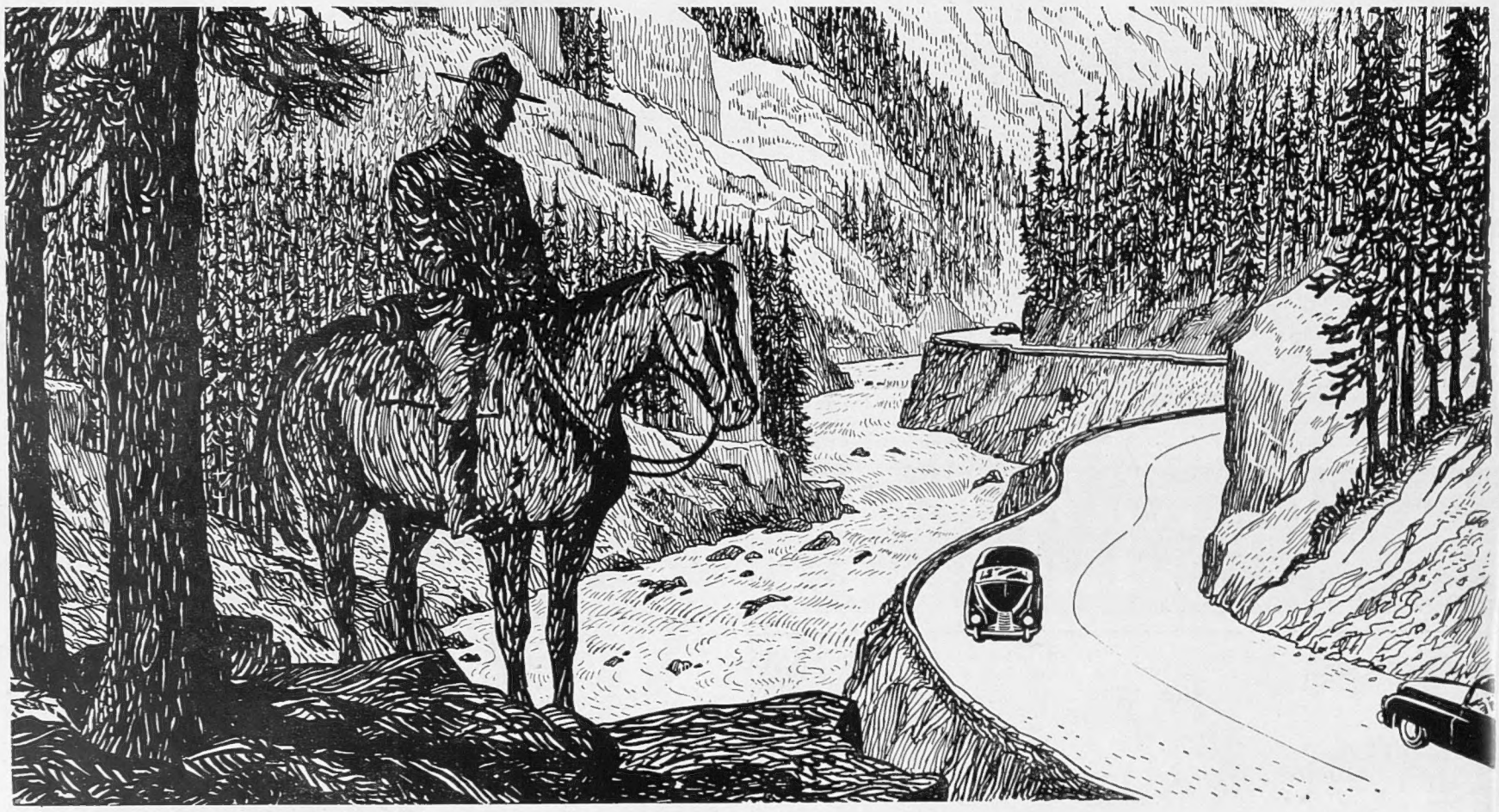

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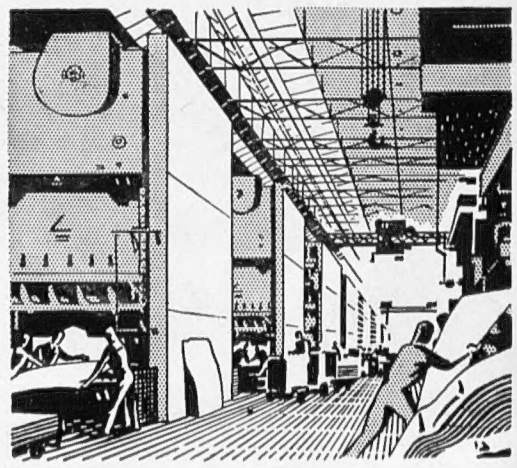

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Volume CCXIX No. 2855

The SPHERE, London, October 30, 1954

The SPHERE

with which is incorporated THE GRAPHIC

"A HISTORIC STEP"—GERMANY IS ADMITTED INTO THE NORTH ATLANTIC TREATY ORGANISATION AS ONE OF THE MOST IMPORTANT AGREEMENTS SINCE THE WAR IS SIGNED WITHIN SIGHT OF THE EIFFEL TOWER: Mr. John Foster Dulles, the American Secretary of State, is seen signing the agreement at the Palais de Chaillot, N.A.T.O.'s headquarters in Paris. Standing on his left is Lord Ismay, Secretary-General, while around the table sit the Foreign Ministers of the N.A.T.O. countries.

What President Eisenhower described as a historic step toward the unity of Western Europe was taken in Paris last week. Three agreements aiming at the restoration of German sovereignty and the integration of the Federal Republic in a Western alliance were signed by the statesmen assembled in the French capital. The Foreign Ministers of Britain, the United States, France and Germany proclaimed the end of West German occupation. Western Germany was admitted to membership of the North Atlantic Treaty Organisation as a sovereign state which is to be rearmed. Furthermore, she was admitted to the enlarged Brussels Treaty Council, now the Western European Union, which will provide the armament safeguards agreed upon in London earlier this month. In addition, agreement was reached between France and Western Germany on the long-standing differences about the Saar. Although the agreements still had to be ratified by the French and German Parliaments, there was general rejoicing that these tremendously vital steps had been taken, especially as, only two months before, Western unity was jeopardized after the rejection of E.D.C. by France. (Further pictures from Paris appear on page 192.)

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PERSONALITIES IN THE NEWS

THE NEW KNIGHT OF THE GARTER : Sir Anthony Eden, K.G., the Foreign Secretary, in company with his wife, seen en route for Paris to take part in the Foreign Ministers' Conference. A short while earlier Sir Anthony had been received in audience by the Queen, who knighted and invested him with the Insignia of a Knight Companion of the Most Noble Order of the Garter.

TWO NEW BISHOPS CONSECRATED AT WESTMINSTER ABBEY : Seen with the Archbishop of Canterbury on St. Luke's Day are (left) the Venerable Clement G. St. Michael Parker, consecrated as the first Bishop Suffragan of Aston (in the Diocese of Birmingham), and the Venerable Wilfred A. M. Westall, consecrated as Bishop-Suffragan of Crediton (Diocese of Exeter). Both Bishops have been Archdeacons in their respective dioceses.

THE NEW LORD HIGH CHANCELLOR OF GREAT BRITAIN : Viscount Kilmuir, who as Sir David Maxwell Fyfe was the former Home Secretary, arriving at the Royal Courts of Justice to be sworn-in as the new Lord Chancellor in place of Lord Simonds. The appointment of fifty-four-year-old Lord Kilmuir to the Woolsack was one of the recent twenty-four changes in the Government.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d. ; 6 months and Christmas Number,* £3 *; 6 months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s., £2* 19*s. and* £2 15*s. ; and for elsewhere Overseas* £5 18*s.* 6*d.,* £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Cabinet Shuffle.—The prophets were confounded. The official cat stayed in the bag. The sleuths guessed the shuffle but had not a clue to the combination. Neither did Sir Winston announce his retirement nor consign Sir Anthony Eden to a minor office *pro tem.* Some pundits hinted that a date for the *great change* should not be longer deferred. Sir Anthony Eden very wisely is left at the F.O. until needed in a higher place. Mr. Macmillan, most justly promoted, can hardly be designed for the F.O. since he takes over so important a post as Defence Minister. Chopping and changing of major offices is to be deplored. Lord Simonds' resignation from the Woolsack is a surprise. Sir David's succession is legally sound but robs the Government of a bonny fighter and debater in the Commons. Major Lloyd-George seems exactly the right man for the Home Office-cum-Welsh affairs. He is popular among all parties. Some fear that Agriculture and Food combined will prove happier for the producer than for the consumer. Most of the junior appointments were to be expected, and several young and able members get their first step on the ladder. Sir David Eccles, the new Minister of Education, is said to have desired that post. He is youngish and strong. Miss Horsbrugh of late must have found the post very onerous. But of the four retirements from political life only Lord Simonds is over seventy. Sir Lionel Heald is a mere fifty-seven. Yet the shuffle greatly reduces the average age of the Ministry, and Mr. Nutting, the new Minister of State (thirty-four), is the chief factor in this. The new men must "learn while they earn" their salaries. They met Parliament as neophytes. I suppose all these changes and promotions cause as much heart-burning as satisfaction, if not more; for many are called, but few chosen, and most of us feel we could do a bigger job as well as the next man.

T.G.W.U.—The great union which has been described as "a sprawling giant" has anything but a giant's strength, at any rate for the public good. It has been too often concerned in the public mind with damaging strikes at the docks and inconvenience to the travelling public. The public soon forgets its discomforts during transport strikes, though settlements sometimes mean increased fares. A long cessation of work at the docks, on the other hand, cannot be forgotten. It will be vividly recalled six months hence in the tell-tale figures of trade balances, and the nation must pay heavy deferred penalties. We certainly seemed to accept very complacently the first week or so of that damaging strike. The truth is, there is so little which Governments can do about it. Unofficial strikes, for example, are first a domestic matter within the Trades Unions concerned. If a sprawling giant cannot control its members, it must be given an opportunity to try. Official strikes, also, are not primarily for Government intervention. The battle is found between employers and the union of employees. In either case, it is a terrible misfortune for the country that a union should embrace so many kinds of workers whose cessation of work can bring the country's industry and business more swiftly to a standstill than any other union of workers. So vast a combination is an everlasting danger and at any rate demands an organisation more tight, a discipline more potent, an intelligence service more perfect and farseeing than any smaller Trades Union.

No Magic Wand.—The recent troubles in the T.G.W.U. have clearly shown that in none of these essentials is the management well-equipped. The various causes of the unrest are far beyond the comprehension of the general public, and facile condemnation is to be avoided. Yet the dockers, at any rate, are not below average in wage rates and have not been left out of the general improvement in conditions of work. But these major and unofficial strikes do clearly bring out the dilly-dally with which many hoary grievances have been tackled, not only in consultation with the employers, but in the essential duty of strengthening discipline within the union and of informing the public of the rights and wrongs of the discontented. It is the public which pays for stoppages, and the public ultimately is the judge of what claims are just. It understands, too, that the most essential trades will always receive priority attention to claims. The case for dismembering a giant union which, in theory, controls and guides the destinies of those trades which can most quickly and terribly block the nation's life-stream, is unanswerable. So far as I know there is no machinery for that operation. It is a domestic matter within the T.G.W.U. If that be so, there is no early remedy, no sure relief for the nation from an intolerable affliction and danger. That there have been wrong and delay and misfeasance on both sides is a commonplace of all industrial disputes. But the sprawling giant, too big for anyone to handle outside the reserve, must be its own veterinary surgeon. It must somehow control its limbs and then, where necessary, amputate. It is all very well to proclaim that the transport world cannot much longer be left badly led, badly organised and bitterly disgruntled, from the docks to the garages. Where is the magic wand to achieve any swift miracle? This baby of the trades union movement of the 1860's has outgrown its strength and outrun control.

A Population Quiz.—There are, I am sure, in this country a number of clever men and women, sociologists, scientists and statisticians, who would welcome an invitation to sit on one more Royal Commission. I would suggest one to examine our domestic population. I still take an interest in all problems concerning our extraordinary democracy and I can make no sense of the diverse and contradictory voices on this problem. Some say we cannot possibly support a population of 50,000,000, and others cry havoc if the birthrate falls for a month, and tell us that in a few years we shall be a nation of octogenarians. We are told that full employment is here for decades to come and that we simply haven't enough good lads to fill some of the higher-paid and skilled posts. So we spend some money (some say not nearly enough) to seed out and send away to the Dominions the best we have; for those Dominions insist on the best. In their place, to occupy the houses we haven't got, we open our gates to "foreigners" seeking work from the West Indies, Spain, Austria, Italy, Eire; and I don't deny we need some of them, since British girls are too proud or film-struck to stoop to domestic work. The more houses or new towns we rig up, the more slums we create and preserve to house the intake which makes nonsense of the outflow, if indeed 50,000,000 is too high a ceiling. When I was young, foreign observers chiefly, envied us for our racial homogeneity. Our aliens were a tiny percentage. In 1901 the population of England and Wales was rather more than 30,000,000. We had then only 250,000 foreigners (Russians and Poles chiefly). What is the percentage of alien blood to-day? Our racial homogeneity was our strength and our strength was envied. What is the effect on our native way of life from this great influx of foreign elements, some of them criminal, which cannot be absorbed and which bring with them seeds of trouble, racial jealousies and un-British activities which we deplore and often deal with in our courts. Is Liverpool remarkable for racial homogeneity? A walk round some of its quarters does not suggest it. I should like an expert Commission to examine these matters if only to settle which of the extreme voices is in the right of it. Is it dangerous to fill our national bottle above a marked line? If it isn't, can it be right to tip out some of the native whisky and refill with unproved alcohols which will not fuse with the original decoction? And, anyway, isn't it rather silly to pull up the bath plug and leave both taps running?

"THE SPHERE" CHRISTMAS NUMBER

THE COVER OF THE 1954 CHRISTMAS NUMBER OF "THE SPHERE" offers a warm welcome to its readers. Inside will be found many seasonal features. Published on November 18, the cost is 3s. 6d., or 3s. 10d. inclusive of postage, inland and abroad. There is a seven-page section in colour illustrating the beauty of medieval illuminated manuscripts, with superb specimens of the best French, Flemish, Italian and English periods. Montague Dawson again illustrates a 17th-century sea adventure, this year in colour. Other colour pages include a charming Victorian party scene and a "bird calendar," by Pauline Baynes; two winter scenes by Dutch masters of the 17th and 18th centuries; four surprising 16th-century sur-real paintings and many other features. In monochrome there are sketches of Chester by W. P. Robins; seasonal photographs; a Christmas short story and a number of original articles, illustrated in colour and in black and white.

Copies of THE SPHERE *Christmas Number can be ordered through any railway bookstall or newsagent, or from the Publishers, Ingram House,* 195, *Strand, W.C.2.*

What's in a Name?—I am struck by the rarity to-day in literary criticism of any effort to review a new book *on its merits*. In nine cases out of ten it is praised to the skies merely because it is the work of an established *name*. I doubt if that practice is good for literature or for the reading public. For even Masters can occasionally trip up and their published works are seldom of uniform excellence. And, of course, all contemporary *names* in literature are not certain of immortality. These names are acquired in many ways and not by sheer slogging. Some writers get their names very young. They may come of a literary family or turn out a first work which a Premier enjoys just before he is called on to recommend a literary award in the Birthday Honours. Others gain it by being always ready to lecture to literary societies or attend literary luncheons. Others are admirable subjects for photographers, having long hair or interesting beards. Or they live in caravans or smoke outsize pipes. So by luck or shrewdness, they get their *names* and thereafter everything they write is acclaimed as " the best biography (or history or novel) of the year." Advertisement is a great force. I buy my soap or toothbrush by the force of a name, drummed into my ears by constant repetition. Sometimes I suspect the soap doesn't lather too well or the bristles fall out, but I still follow the name, as long as it is drummed into my ears. But I am less anxious to buy books as I buy toothbrushes. I won't say that I am skilled enough to recognize the merits and demerits of all new books I read, but I am inclined to suspect that sometimes the latest works by these accepted names may fall short of perfection. The trouble for us readers to-day in literary criticism is two-fold. First, the newspapers themselves insist on *names* (not necessarily even literary names) for their reviews of important new books. Second, the literary names form a powerful trades union. They are the lucky few, they are " in the money " and they are damn-well determined to keep their union small and select, so that the divide gives to each a bigger dividend. They are a union of mutual scratch-my-backs. So there is a great deal in a *name* in literature. It will cover a multitude of literary sins.

Lloyd-George—the Full Truth.—A Sunday newspaper has begun to implement a promise to tell the world at last the full truth about the character and career of Lloyd-George, variously and vulgarly called the "greatest Prime Minister of all time" or a "political rogue without ideals of any kind." We shan't read Mr. Owen's biography for some time, or even all the excerpts to be pre-released. But, even so, I venture to doubt whether Mr. Owen's book will tell us the full truth. For has the full truth about any man ever been told? I fancy Mr. Owen's conclusion about Lloyd-George will be a compromise between those two extreme verdicts. There is safety in compromise. But, more particularly, I find it difficult to believe that quite all the secrets of Lloyd-George's career have remained in the " two tons of private papers " which Mr. Owen spelt through. Lloyd-George had some leisure in his last years. His shrewdness was everywhere acknowledged. He employed several faithful and talented secretaries and some of his family were quite devoted to him. Is it likely then that at no time since his retirement began, at no time until now, he himself, or his secretaries, or his devoted and clever family or his executors, ever examined those two tons of files? I confess I doubt that, even while I wait to be entertained and instructed.

Thoughts During Harvest Festival.—We attended our harvest festival, fitting ourselves into the pews among the giant pumpkins, the outsize cabbages, the thin sheaves and the midget potatoes. It is always a pleasant service and we sang the well-remembered hymns. But when we " ploughed the fields and scattered," we made the modern concession to true democracy and omitted the verse that now offends equalitarians and, indeed, offends against the truth—" The rich man in his castle . ." But I am not sure that tinkering with the hymnal serves any useful purpose. Some of those we still sing are surely a dangerous deterrent to public worship. If the idea of the rich man in his castle with the poor man at his gate is outlawed as likely to cause titters, there are still at least fifty hymns in common use which the general public, even in its present stage of education, must dismiss as intolerable doggerel or as mere nursery rhymes served up to cynical adults. From time to time churchmen do try their hand at tinkering, but the need is for a Commission of experts in poetry and psychology and sociology with a leaven of humorists to sit on the hymn-book. I have often wondered why so few poets or even competent writers have, in the past, turned their attention to this field which would have secured them, at any rate, one form of assured immortality. Heber, Millman, Keble and Newman were lamentably diluted with wish-wash after 1861, and modern Chestertons have not received official encouragement.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

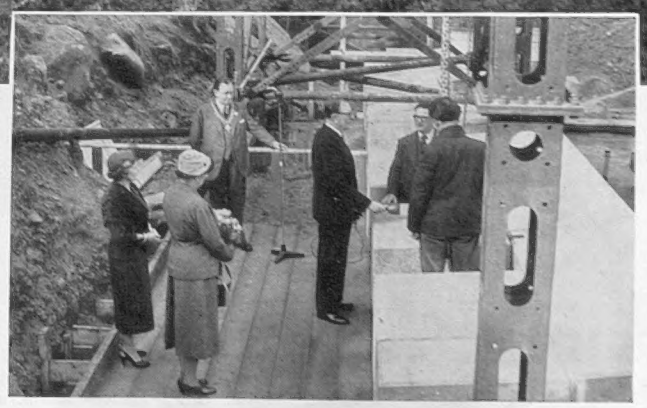
BRITAIN'S LOCOMOTIVE INDUSTRY

Article by C. Douglas Woodward, Illustrated with Photographs and Special Drawings by Jack Merriott, R.I.

TROOPS HELP TO RELIEVE A TRAFFIC BOTTLENECK

A BAILEY BRIDGE ON THE LONDON-GLASGOW ROAD: A picture of men of 36 Regiment, The Royal Engineers, constructing a Bailey Bridge by the side of Lowther Bridge, on the main London-Glasgow road near Penrith, in Cumberland. For many years Lowther Bridge has been a notorious bottleneck for motorists. It is now to be widened. The work will take about six months. During this time north-bound traffic will use the Bailey Bridge. The Engineers took two weeks to complete their 250-ft.-long span. The hardest part was the laying of the foundations in the fast currents of the river swollen by recent rains. 36 Regiment, R.E., is stationed at Ripon, in Yorkshire. It has done valuable work in building-up the sea defences of the east coast against floods.

A GREAT NEW WATER PROJECT IN NORTHERN IRELAND



THE GOVERNOR, LORD WAKEHURST, LAYS THE FOUNDATION-STONE OF THE BELFAST WATER COMMISSIONERS' NEW DAM IN THE UPPER SILENT VALLEY IN THE MOURNE MOUNTAINS: A general view of the site which, when completed, will be used for the storage of 1,700,000,000 gallons more than can be stored in the present reservoir. The new reservoir will increase the yield of the Mourne scheme by about 5,000,000 gallons a day. This will then give an average daily supply throughout the year of 27,000,000 gallons. *Inset on right*—Lord Wakehurst taps the foundation-stone of the new dam into position. The reservoir is expected to be completed in about two years' time.

THE ROYAL OPENING OF THE JOHN McCURDY HALL OF THE WIGAN MINING AND TECHNICAL COLLEGE : Her Majesty and the Duke of Edinburgh, accompanied by the Mayor of Wigan, Councillor T. S. Merry, leaving the Hall after the ceremony, during which the Queen had unveiled a tablet recording her part in the occasion. The visit to Wigan formed part of the two-day Royal tour of South-west Lancashire, and the Queen and the Duke received a warm welcome during their many calls. It was the Queen's first visit to the county since her accession. One of the outstanding engagements was the reception at Knowsley Hall, home of Lord Derby, when the Royal visitors met 250 guests representing all sections of life in the County Palatine.

THE QUEEN IN LANCASHIRE

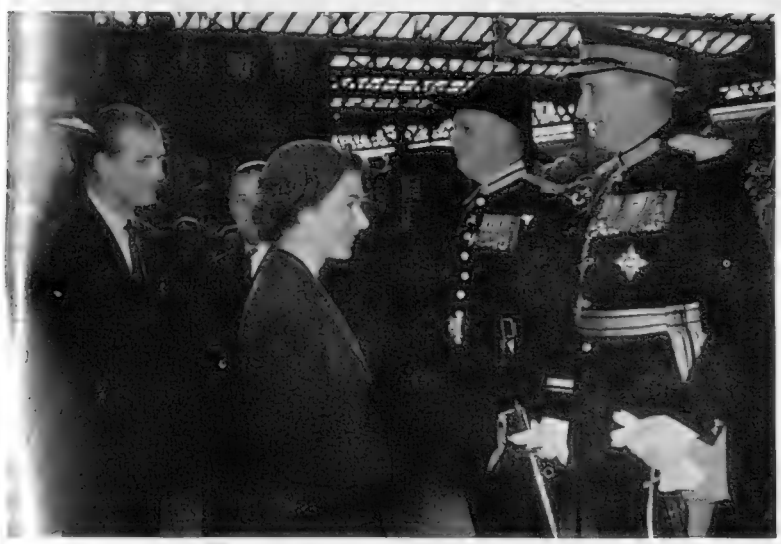
Aspects of the Two-day Tour when Her Majesty, Accompanied by the Duke of Edinburgh, Paid Many Calls in the South-west Corner of the County

WIGAN GREETS THE QUEEN : The Royal car seen on its way from the station following the Queen's arrival in the town to open the John McCurdy Hall. It is estimated that about 100,000 people assembled in the town centre to welcome the Royal visitors.

A ROYAL SIGNATURE FOR THE REGISTER AT BOOTLE'S TOWN HALL : Standing behind the Queen as she makes her entry in the book is the Mayor, Alderman Peter Mahon ; the Duke is in conversation with other officials. Bootle was the Queen's first stopping place on Merseyside ; outside the Town Hall Her Majesty inspected a guard of honour formed by Territorials. Later, the Queen and the Duke of Edinburgh visited the Liverpool School of Tropical Medicine, of which His Royal Highness is Patron.

INCLEMENT WEATHER MARS THE SECOND DAY OF THE ROYAL TOUR IN SOUTH-WEST LANCASHIRE : On her arrival at Manchester Town Hall the Queen, shielded from the heavy rain by an umbrella, inspects the guard of honour formed by the 8th Ardwick Battalion, the Manchester Regiment (T.A.).

THE MAYORAL RECEPTION AT ST. HELENS : Her Majesty is accompanied from the Town Hall by the Mayor, Councillor T. Hignett ; walking with the Duke is the twenty-one-year-old Mayoress, Miss Margaret Hignett. Later, as the Queen and the Duke drove on the next stage of their journey along the East Lancashire Road, they were welcomed by many Americans stationed at Burtonwood. Although there was almost continuous rain on the second day of the tour, there were cheers all the way along the Royal route from Bolton to Manchester, and eventually on to Rochdale.



A ILL-DRESS WELCOME AT WIGAN : The Queen is seen being greeted at the station by the C.-in-C. Western Command, Lieut.-General Sir Lashmere G. Whistler, and the Chief Constable of Lancashire, Col. T. E. St. Johnston. Pendants, flags, bunting and decorated shields gave the station a gay appearance.

THE ROYAL ARRIVAL IN LIVERPOOL : The King's Regiment provides a guard of honour outside the Town Hall. Inside the Hall the Queen took tea with the Lord Mayor and Lady Mayoress, Alderman and Mrs. A. Griffin ; she also received several distinguished guests.

On left—

FAREWELL TO LIVERPOOL : The Queen and the Duke take leave of Lord and Lady Derby at Lime Street Station. The Royal visitors used the train as their headquarters during the short tour.

Above—

AT BURY'S NEW TOWN HALL : While the Queen signs a portrait of herself, the Duke of Edinburgh signs the Distinguished Visitors' Book ; looking on is the Mayor, Alderman J. Blakemore.

NEWS FROM ABROAD

A PICTORIAL SURVEY OF RECENT EVENTS IN THE MIDDLE EAST, EUROPE, THE UNITED STATES, EAST AFRICA AND MALAYA

THE EVACUATION OF SUEZ—THE AGREEMENT IS SIGNED: The signing of the Anglo-Egyptian Agreement in the Members' Lounge of the Egyptian Parliament House in Cairo. From right are Colonel Nasser, the Egyptian Prime Minister; Mr. Anthony Nutting, Minister of State, Foreign Office; Sir Ralph Stevenson, British Ambassador in Cairo; and Major-General E. R. Benson, Chief of Staff, Middle East Land Forces.

The agreement signed in Cairo after many weeks of exhaustive negotiations follows the heads of agreement between Britain and Egypt which were initialled last July. Now, subject to ratification by the House of Commons, the way to the evacuation of the Suez Canal Zone by British troops is clear. The details of this evacuation have been settled, and within twenty months no British soldier will remain in Egypt. One of the most important sections of the agreement deals with the reorganisation of the military base. The present base will, to all intents and purposes, be wound up, and will be replaced by a civilian-run base. This, however, will be subject to immediate "reactivisation" in the event of an attack on Egypt or any of the other Arab League States, or on Turkey. An attack from Israel, however, would not come under this section. The base will be maintained at British expense through civilian contractors.

IN PARIS TO REACH FINAL AGREEMENT ON GERMAN SOVEREIGNTY: The statesmen of the four Western Powers in earnest conversation in the hall of the Palais de Chaillot before the conference opened. Sir Anthony Eden is seen pointing at Mr. John Foster Dulles, while M. Pierre Mendès-France and Dr. Konrad Adenauer, at right, are both eloquent in their gestures. When the London conference ended at the beginning of this month it was known that a number of details would still have to be discussed to implement the plans for restoring German sovereignty and German rearmament. The nine Foreign Ministers reassembled in Paris to review the progress made by committees of experts in the intervening weeks. The difficulties encountered were chiefly legalistic, but it was important for the finishing touches to the establishment of German sovereignty to be completed without undue delay, and by Ministers at the highest level. Full agreement on all outstanding issues was quickly reached. The meeting of the Ministers was followed by a session of the N.A.T.O. Council to consider German membership

FRANCO-GERMAN TALKS ON AN OLD PROBLEM: The French and German delegations at the Chateau de la Celle-Saint-Cloud, Paris, where talks were held on the Saar and other problems affecting the two countries. From the left are M. Roland de Moustier, French Secretary of State for Foreign Affairs; M. Pierre Mendès-France, the Premier; and M. André François-Poncet, French High Commissioner in Germany. Opposite them are Professor Walter Hallstein, Secretary for Foreign Affairs; Chancellor Dr. Konrad Adenauer; and Dr. Herbert Blankenhorn, Political Services Chief at Bonn. Later, German party leaders, including the Opposition leader, were invited to join Dr. Adenauer in Paris.

MR. MORRISON IS THE GUEST OF HONOUR AT A NEW YORK DINNER: The Deputy Leader of the Labour Party is seen, at the extreme left, at a dinner at New York's Waldorf Astoria Hotel which was sponsored by the Greater New York Committee for State of Israel Bonds. Next to him, from left, are Mr. Henry J. Morgenthau, Jr., former U.S. Secretary of the Treasury; Mr. Averell Harriman, who is now Democratic candidate for Governor of New York State; and Mr. Israel Goldstein, chairman of the New York Israel Bond Campaign Executive Committee. Mr. Morrison, who was paying his sixth visit to the United States, met many American political leaders during his brief stay, including President Eisenhower and Mr. Dulles.

A GIGANTIC FLOATING DRY-DOCK FOR THE U.S. NAVY: Tugs are seen slowly inching a huge 400-ft. floating dry-dock through the drawbridges at Seattle, Washington. The dock, which is made of enough concrete to cover an acre with concrete 5 ins. thick, was on its way to a shipyard for fitting-out. When this has been done—and the fittings for the £1,386,000 dock include crew's quarters and gun emplacements—it will be handed over to the U.S. Navy.

CEREMONY IN THE LEGISLATIVE COUNCIL OF TANGANYIKA : The Governor, Sir Edward Twining, is seen addressing the Council before presenting a new mace to the Speaker, Brigadier Scupham. Holding the mace is Captain S. H. G. Twining, A.D.C., and behind him stands Captain H. G. Pertwee, R.N., Honorary A.D.C. The official presentation of the mace was made with impressive ceremony: from the Aide-de-Camp, who carried it into the chamber, it was passed to the Governor and then presented to the Speaker, who was wearing a black gown and a full-bottomed wig. It was finally passed to an African Sergeant-at-Arms wearing Court dress. The mace was made in London.

THE SULTAN OF ZANZIBAR ARRIVES FOR THE OPENING OF THE NEW AIRPORT AT DAR-ES-SALAAM : His Royal Highness is seen arriving for the official opening ceremony, which was performed by Mr. Lennox-Boyd, Secretary of State for the Colonies and a former Minister of Aviation, and Sir Edward Twining, the Governor of Tanganyika. They made the first landing in a Percival Prince aircraft. The new international airport, which has been built eight miles from the capital, is to replace the old airport on the Kilwa Road, which after twenty-six years of use has become too small for modern traffic. The runways at the new airport will be long enough for any aircraft likely to use them for many years to come.

TRAINING THE NEW GERMAN NAVY : During the past two years the United States Navy has been employing German personnel to sweep the North Sea and the Western Baltic of the many hundreds of thousands of mines which were laid by the Allied Powers during the last war. In these operations, it is reported, the Americans have been training about 1,000 German sailors as the nucleus of the new *Kriegsmarine*. The London Agreement permits a German Navy of 20,000 officers and men in ships up to 3,000 tons each. The picture *on the left* shows a lieutenant of the U.S. Navy talking to the German skipper of a German manned mine-sweeper. The Germans supply all the crew for this class of mine-sweeper. *On right*—A German sailor watches a demonstration by an American of a mine-sweeping device which sends electric waves to explode mines.

"THE MAN WHO DECEIVED AMERICA" : This was one of the descriptions given by televiewers to Douglas Stringfellow, the thirty-two-year-old Republican representative for Utah in the American Congress, after he had confessed on television that he had perpetrated a hoax in earlier programmes. Representative Stringfellow had claimed that he had undertaken many heroic deeds during the war, including a parachute descent to capture Otto Hahn, the German nuclear physicist. Then, with tears in his eyes, he appeared on the screen and informed his audience that previous narratives of his wartime exploits were "a lie." He said that "after long and serious thought" he had come to the conclusion that the best thing for him to do was to resign his position as a Congressman for re-election at the polls next month. However, many viewers of his recantation are reported to have written to him asking him to reconsider his decision to retire from Congress.

LADY DOROTHEA HEAD VISITS THE SULTAN OF SELANGOR : The wife of Mr. Antony Head, the Secretary of State for War, is seen on the extreme left of the picture talking to the Sultan of Selangor, in the centre, during her visit to his palace. Lady Head accompanied her husband on his visit to British troops in Malaya and Singapore. Mr. Head left London on September 25 and returned at the beginning of this week. Now that Mr. Fitzroy Maclean has succeeded Mr. Hutchison as Under-Secretary at the War Office, the British Army is directed by two ex-Brigadiers.

A NEW ALLIANCE

THE SIGNING OF AGREEMENTS IN PARIS PROVIDING FOR THE ENTRANCE OF A SOVEREIGN GERMANY INTO THE WESTERN DEFENCE SYSTEM

GERMANY AND ITALY JOIN THE BRUSSELS TREATY : The signing of the Western European Union Pact at the Quai d'Orsay, under which Western Germany and Italy join the five members of the Brussels Treaty Council. Seated at the table, from left, are Mr. John Foster Dulles, the United States Secretary of State, who came only to watch the historic ceremony ; Dr. Konrad Adenauer, Chancellor of the German Federal Republic ; Dr. Joseph Bech, the Luxembourg Prime Minister ; M. Paul-Henri Spaak, the Belgian Foreign Minister ; M. Pierre Mendès-France, the French Premier ; Signor Gaetano Martino, the Italian Foreign Minister ; Mr. Johan W. Beyen, the Netherlands Foreign Minister ; and Sir Anthony Eden, the Foreign Secretary. The Western European Union Pact incorporates the decisions made in London earlier this month.

THE FRANCO-GERMAN AGREEMENT ON THE SAAR IS SIGNED : Dr. Adenauer signing the Saar agreement at the French Foreign Ministry. Behind him stand, from left, M. André François-Poncet, French High Commissioner in Germany ; Professor Walter Hallstein, West German Secretary for Foreign Affairs ; M. Roland de Moustier, the French Under-Secretary for Foreign Affairs ; M. Jean Berthoin, French Minister for Education ; and the French Prime Minister, M. Mendès-France.

SIR ANTHONY EDEN SIGNS FOR THE UNITED KINGDOM : The British Foreign Secretary, watched by Lord Ismay, right, Secretary-General of N.A.T.O., signing at the ceremony in the Palais de Chaillot the agreement under which Western Germany joins the Atlantic alliance. Sir Anthony once again played a leading part in bringing M. Mendès-France and Dr. Adenauer nearer to an agreement on the problems affecting the two countries.

THE FRENCH PRIME MINISTER IS WATCHED : M. Mendès-France signing the Saar agreement while Dr. Adenauer and Professor Hallstein look on. Agreement between the countries was reached only at the last moment.

ONE PORT TO WHICH THE DOCK STRIKE HAS BROUGHT PROSPERITY : The little harbour at Ramsgate is set bustling by a small cargo vessel which was redirected because of the dock strike in the Port of London. Locally recruited labour dealt with the sudden appearance of these ships. In larger ports, however, dockers refused to handle such vessels.

NATION-WIDE DOCK STRIKE

Some of the Results of the Stoppage of Work at the Docks as the Great Ports came to a Standstill

As the London Dock Strike entered its third week, the Government set up a Court of Inquiry into the causes and circumstances of a stoppage which spread rapidly to other ports in the country, and which has caused great losses to industry, and to the export trade in particular. Under the presidency of the Master of the Rolls, Sir Raymond Evershed, the court of three heard leaders of the dockers' union, of the strikers, and of the Transport and General Workers' Union in an effort to find a peaceable solution.

The strike began in London when the National Amalgamated Stevedores and Dockers Union instructed their members to come out after the port employers had refused to negotiate on the many outstanding matters which were still left unsettled. The greatest source of dispute, perhaps, was overtime. Although only a fraction of the port workers in London belonged to this union, it was not long before most other dock-workers, who belonged to the T.G.W.U., also stopped working, although against the advice of their official leaders. Then the lightermen of London joined in the strike, and soon the stoppage spread all over England. Merseyside shipping came to a standstill, as did that at Hull and Southampton.

It was estimated by the Board of Trade that within two days of the main ports of England being immobilised £100,000,000 in the form of exports and imports were being held up. A stoppage of this kind is liable to have a snowball effect, and quite apart from the loss in exports, many industries, especially those with a rapid turnover of their raw materials, began to feel the pinch.

TUGS AND BARGES LIE IDLE IN THE THAMES : The scene on London's river near Charlton, where tugs and barges lay at their moorings following the decision of the Thames lightermen to join the stoppage. About 4,500 men who work these Thames craft, which bring petrol and take away refuse, went on strike.

THE QUEEN MOTHER SAILS TO THE UNITED STATES DESPITE THE STRIKE AT SOUTHAMPTON : The *Queen Elizabeth*, with the Queen Mother's personal standard at the mainmast, leaving Southampton for New York on the very day that the dock strike spread extensively to the great English port.

PASSENGERS HELP THEMSELVES : Self-service was the keynote for passengers arriving at strike-bound Southampton in the liner *Rangitiki*, which had come from New Zealand. The strike of dock workers and other port employees had gradually spread from London to other main ports—Birkenhead, Liverpool, Garston, Hull and Southampton.

ONE OF THE SOVIET SCIENTIFIC EXPEDITIONS ON ITS COMFORTABLY-EQUIPPED ICE-FLOE NEAR THE NORTH POLE: The camp on an ice-floe of the Soviet "North Pole Scientific Station Number Three," whose purpose is to make scientific observations at a high Arctic latitude. Personnel are comfortably housed in warm tents and huts, with a canteen, a club and a bath-house. The meteorological station is equipped with instruments for geophysical and hydrological observation and there is also a radio station. However, as can be seen, water sometimes seeps through the ice of the floe and the tents have to be moved to new sites. Another similarly equipped Soviet Scientific Station—"North Pole Number Four"—is also drifting on a floe in the Arctic.

SOVIET SCIENTISTS DRIFT TO EXPLORE THE NORTH POLE

Two Expeditions Plan to Spend Until the End of Next Year on Ice-floes in the Arctic. They are Most Comfortably Equipped in Warm Tents and Use Helicopters to Assist in Their Observations

The Atomic Age means the possibility of global war in its full sense. For this reason the strategic importance of the North Pole has been greatly increased—a fact which neither the North Americans nor the Soviet Union have been slow to grasp. For over the Pole lie the shortest air routes between the two territories. Since the War the Americans have sent a number of expeditions into the Arctic regions to make scientific observations. But the Soviet Union has not lagged behind. The Soviet Press reports "extensive Arctic exploration" in the last ten years, and in 1950 Moscow claimed that all the sea and ice between Soviet territory and the North Pole was under Soviet sovereignty. At present two most ambitious Russian scientific polar expeditions are drifting on two large and well-equipped ice-floes in the Arctic circle. Their activities—which are illustrated on these pages—are being given wide prominence in the Soviet Press, which says they are continuing the tradition of "persistent Russian scientific penetration of the north." According to Communist newspapers, this penetration began as far back as 1914, when Georgi Sedov set out to reach the Pole "in order to establish the priority of Russian science in these high latitudes." But, readers are informed, "only since the Revolution has the Arctic found its real masters—the Soviet people." It is recalled that since the War two Soviet North Pole expeditions have drifted on ice-floes in the Arctic and gathered valuable scientific information. They discovered a huge mountain range under the sea, which, declares the Soviet Press, "is the greatest geographical discovery of the last half century."

The latest and current expeditions are named "North Pole Scientific Station Number Three" and "North Pole Scientific Station Number Four." They started their operations last April and it is hoped that the scientists will continue drifting on their ice-floes well into next year. However, there is a danger that the floes may break up before then, for the floes on the Soviet side of the Arctic are not so well suited for these drifting observations as those on the American side. American scientists have been able to make use of ice-floes ten miles long and of very thick and durable ice. The Soviet scientists have to be content with much smaller floes, at the maximum a mile in length and of thinner ice. Therefore they may not last as long.

Soviet airmen began flying over the Arctic wastes early this year to pick out possible sites for the two stations. A floe was selected only 4 degs. from the North Pole for "North Pole Three." It lay about three-quarters of the distance from Wrangel Island to the Pole. A little later another floe was chosen, further to the south and about one quarter of the distance to the Pole from Wrangel Island. This is the home of "North Pole Four."

Both these scientific stations are equipped with every modern convenience. They have comfortable and warm tents and huts for living quarters and for scientific observatories with metereological, geophysical and hydrological instruments. There is a radio station with each expedition. The presence of broadcasting transmitters has led Moscow to claim that the Soviet Union is the first country in the world to install microphones at the North Pole and broadcast from them.

The transport consists of sledges of the latest design for Arctic exploration and mechanical vehicles of the jeep and haulage types. Great publicity is being given to the aircraft attached to both parties. These appear to consist mainly of helicopters, which are used for observing the drift of the ice-floes and also for landing on floes some distance away from the stations. By means of these aircraft the scientists are able to carry out their investigations at least sixty-five miles away from their headquarters. One of the most important results of these aerial reconnaissances is a more detailed charting of the North-East Passage than has been hitherto possible. Thus the Russians are opening up the route which was sought unsuccessfully by the Englishmen Willoughby and Chancellor, and the Dutchman Barents, in the sixteenth century, and was only successfully explored by the Finn, Nordenskiöld, in 1878–79. Further information about this passage along the north coast will doubtless be of great use to the Soviet Navy in its communications with China.

The Soviet public has been given regular reports of the expeditions' activities by the special correspondent attached to them, Pyotr Barashev. He tells a thrilling story, some of it written "at the North Pole itself." His description of Heroes of the Soviet Union, Corresponding Members of the Soviet Academy of Sciences and Heroes of Soviet Labour gathering with their portable equipment on the top of the roof of the world, must rank as a classic of its kind. It is natural that he should deal only with the scientific and not the strategic implications of their presence there.

A HELICOPTER MAKES A RECONNAISSANCE: Both the Scientific Stations are equipped with these aircraft. The scientists use them for aerial observations over their area of drift.

"RADIO NORTH POLE": The Chief of the radio station on "North Pole Three," N. Kurko, on duty. The Soviets claim that they are first to broadcast "from the North Pole."

SIXTY-FIVE MILES FROM THE CAMP : They have flown sixty-five miles by helicopter to make this observation. M. Melnikov, the pilot, lowers the bathometer while A. Dralkin works the winch.

TESTING POLAR WATER AT DIFFERENT DEPTHS : A member of the "North Pole Scientific Station Number Four" prepares the equipment for sampling the water below the ice on the floe on which their camp is drifting. He has cut a square into which the cable of the hydrometer will be dropped.

RUSSIA RELIES ON AMERICAN SKILL : Although the Soviets claim that "the Arctic has found its real masters in the Soviet people," they use the American jeep-type of vehicle for moving their tents.

THE MOST UP-TO-DATE EQUIPMENT AIDS THE SOVIET SCIENTISTS : Some of the mechanical transport of "North Pole Three." In the right background is a helicopter. In the centre are a mechanical horse for haulage and a jeep-type vehicle. The sledge behind the jeep embodies the latest design.

THE RED FLAG FLIES NEAR THE NORTH POLE : The Soviets claim all the ice between their north coast and the Pole as under their sovereignty. So, the Hammer and Sickle flies above the metereological tent (in the centre) on "North Pole Three." On the right is one of the snow houses which the scientists have built "in the old Russian style."

A GEOPHYSICIST PREPARES HIS INSTRUMENTS : I. Kuchuberia, of the Soviet "North Pole Three Station."

SCIENTIFIC OBSERVATIONS FOR PEACE, OR FOR WAR ? : "North Pole Number Four" drifts through the Arctic covered by snow. The scientists are recording much valuable data. But in the Atomic Age, when the Arctic is the shortest route between the American Continent and the U.S.S.R., it is difficult to know how far these investigations are intended for peaceful purposes, or as preparations for war.

THE INQUIRY INTO THE LOSS OF THE COMETS: The scene in Church House, Westminster, at the opening of the Court of Inquiry into the loss of the two Comets earlier this year. The first Comet crashed near Elba on January 10 with the loss of thirty-five lives. The second Comet crashed into the sea off Naples and twenty-one lives were lost. The members of the Court are seated in the centre background. Round them are ranged about 150 people — counsel, solicitors, experts and witnesses.

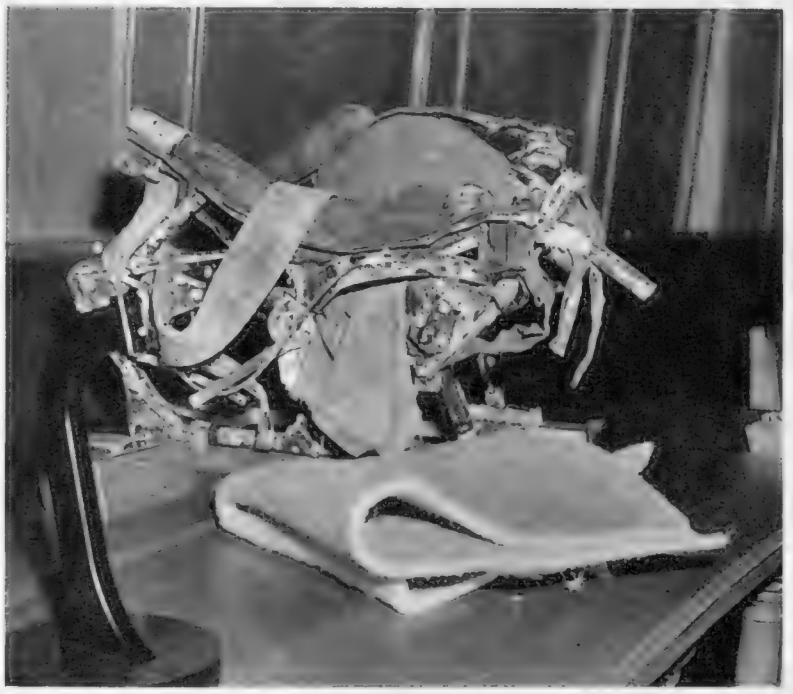
THE INQUIRY INTO THE COMET LOSSES

A Court Hears Evidence of the Experts' Investigation Into the Causes of the Disasters to the Two Comet Airliners Earlier this Year

At Church House, Westminster, the sessions have begun of the Court of Inquiry into the disasters to the two Comet aircraft of the British Overseas Airways Corporation which crashed into the Mediterranean earlier this year. On these pages are pictures of the Court at its first hearing and of some of the evidence brought before it. It is said that no aircraft accident in history has been subject to such a searching examination as has been made into the Comet failures by the experts of the Royal Aircraft Establishment at Farnborough. The evidence suggests that the cause of the crashes was metal fatigue.

The two Comets which are the subject of the inquiry are the Comet G-ALYP, which crashed near Elba on January 10, with a loss of twenty-nine passengers and a crew of six, while on its way from Singapore to London; and the Comet G-ALYY, which fell into deep water near Naples with a loss of fourteen passengers and seven crew, in flight from Rome to Cairo on April 8. The Court of Inquiry consists of four members, the President being Lord Cohen, a Lord of Appeal. He sits with three experts. About forty witnesses are being called and it is expected that the proceedings will not be concluded for another ten days or a fortnight. Sir Lionel Heald, Q.C., M.P., opened the case for the Crown on a private brief. It was his first appearance since he had resigned the office of Attorney-General. Speaking slowly and explaining technical points in simple terms, Sir Lionel told how the scientists at the Royal Aircraft Establishment at Farnborough, in Hampshire, under their Director, Sir Arnold Hall, had worked unceasingly to ascertain the reasons for the disaster. They had carried out every known test, and many new ones, in four Comets which they had used as "guinea-pigs." Some of the personnel, a woman among them, had made experimental flights in the Comet G-ALAV—"Able Victor"—in order to produce the actual conditions of the Mediterranean crashes. Sir Lionel paid tribute to their bravery, "since they did not know what had really happened or what the danger was."

Another of the "guinea-pig" Comets—G-ALYU—was battered to breaking-point in a specially-constructed "torture chamber." This was an enormous water tank with 200,000 gallons of water in it. Extra pressure was applied to the fuselage of the aircraft which had been placed in it. Meanwhile, outside, the wings, protruding through sealed vents in the walls, were subjected to an artificial load and a series of "bumps," caused by automatically-controlled jacks under them. The result was a crack in the fuselage and, according to the experts' deductions, metal fatigue. Sir Lionel said that this was what was presumed to have happened to G-ALYP off Elba, and probably to G-ALYY near Naples. He rejected three possible causes: sabotage, violent weather, or negligence on the part of the crews. He declared that on the evidence none of these should be considered. He pointed out that the Elba Comet had flown successfully more than 1,000,000 miles.



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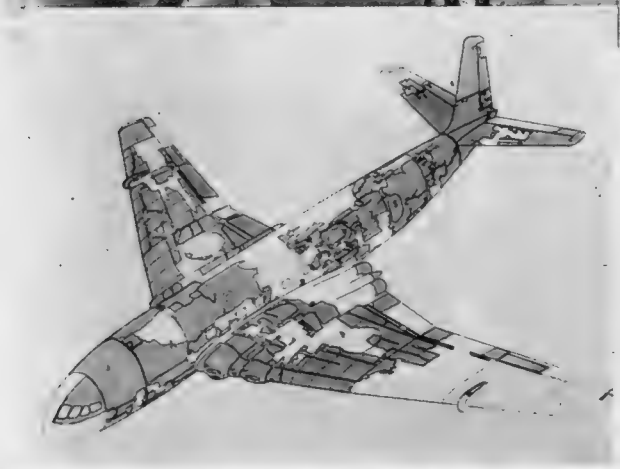
ONE OF THE MANY EXHIBITS BEFORE THE COURT: This is a mangled passenger seat salvaged from one of the lost Comets. It was No. 18 in the fifth row of the pressurised cabin. The report of the examination into the disasters made by experts of the Royal Aircraft Establishment at Farnborough is 125,000 words long, 4 ins. thick, weighs 10 lb. and has 285 illustrations.

THE MEMBERS OF THE COURT OF INQUIRY: From left to right—Sir William Farren, Technical Director of A. V. Roe and Co.; Lord Cohen, the President, who is a Lord of Appeal; Professor W. J. Duncan, Professor of Aeronautics and Fluid Mechanics at Glasgow University; and Air Commodore A. H. Wheeler, Commanding Officer of the Aircraft and Armament Experimental Establishment at Boscombe Down, in Wiltshire. The model of a Comet on the left can be taken to pieces to illustrate technical points.

INSTRUMENTS INSIDE A "GUINEA-PIG" COMET: About 100 pieces of apparatus for all kinds of tests were fitted into the Comet G-ALAV—"Able Victor"—and some twenty scientists from Farnborough, including one woman, flew in her. Sir Lionel Heald referred to them as "brave people who took off on experimental flights designed to produce the actual conditions at the time of the crash when no one knew what had really happened or what the danger was." Three other Comet airliners were subjected to different but equally searching tests.



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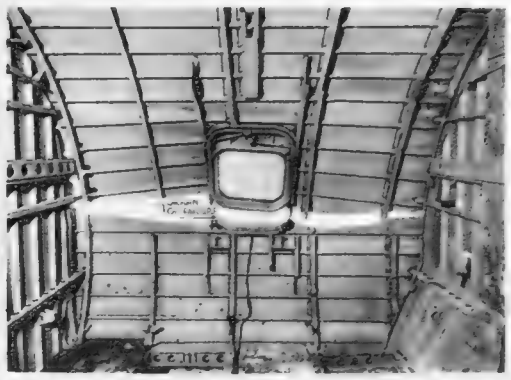
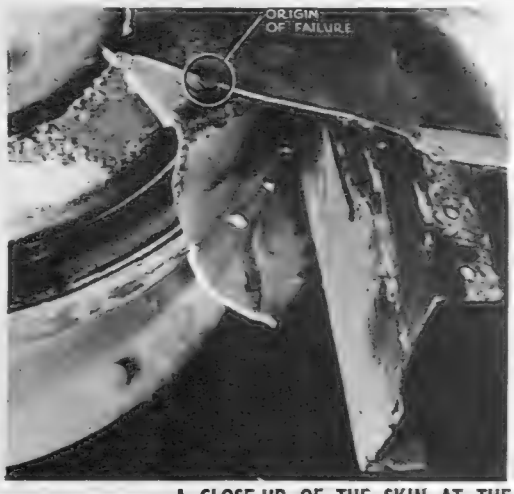
A DIAGRAM OF THE WRECKAGE RECOVERED FROM ONE OF THE COMETS: The shaded areas show the parts salvaged from the Comet lost off Elba last January. The pieces were fitted round a wooden frame during the investigations at the Royal Aircraft Establishment at Farnborough by Sir Arnold Hall, the director, and his staff.

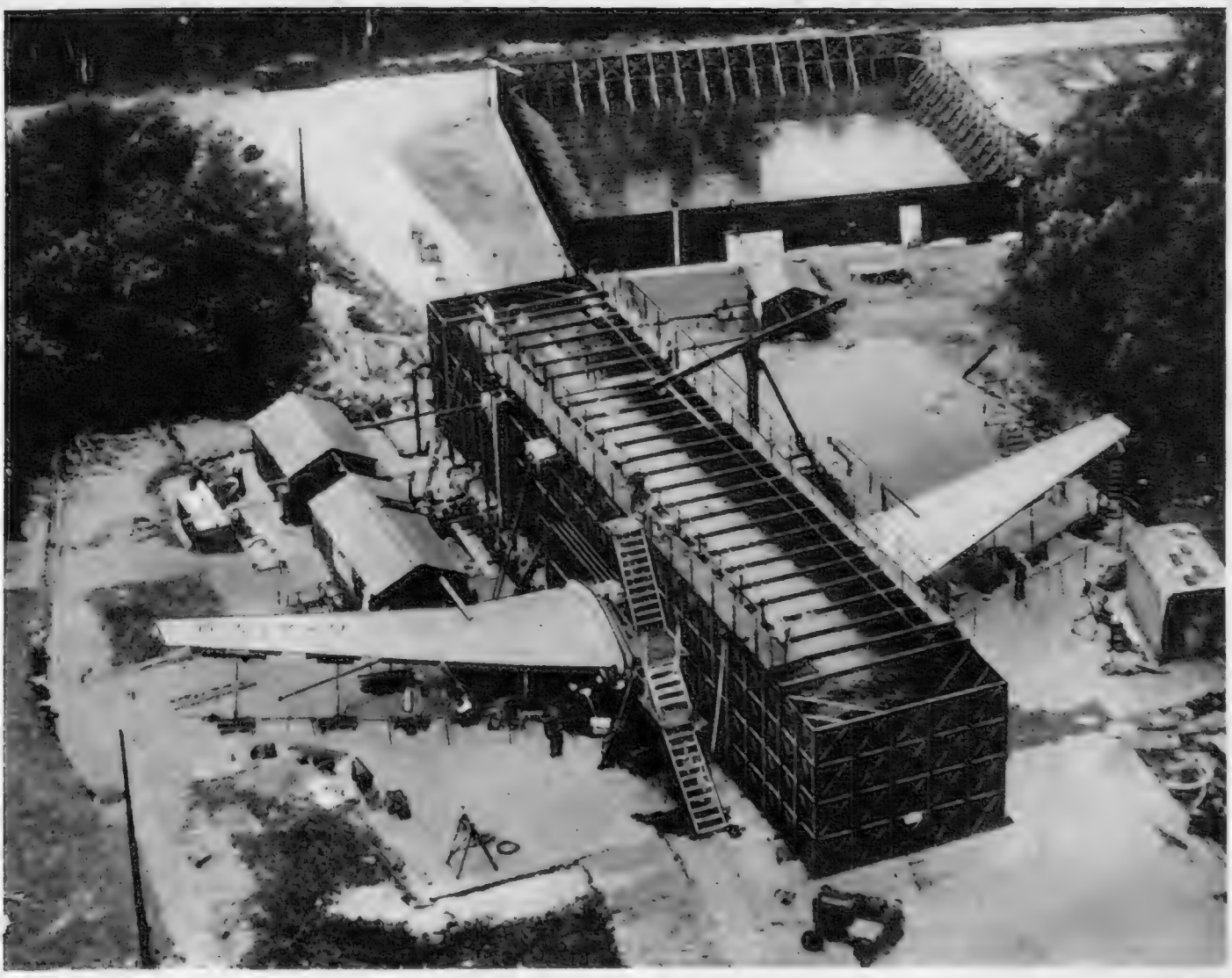


THE ORIGIN OF FAILURE: A photograph from the Official Report shows how breaking-point—a crack in the fuselage by a window-frame—was reached in a Comet tested to destruction.

AN EXTERIOR VIEW OF THE FAILURE: This reveals how a point of high stress on an escape hatch (in square) failed in the Comet on test.



A CLOSE-UP OF THE SKIN AT THE ESCAPE HATCH CORNER: Another of the official pictures from Farnborough indicating the point of the origin of failure in the test Comet. Sir Lionel Heald, in his opening speech to the Court of Inquiry, said that the technical evidence to be brought forward suggested that the first cause of the Elba disaster was metal fatigue at a point in the pressurised cabin near the radio direction-finding "aerial" window, situated forward in the cabin roof. He added that the same explanation might apply to the Naples accident. Sir Lionel explained that metal fatigue arose because a structure which had an ample reserve of strength when it was new might fail after a certain length of time.



On left—

A COMET BEING TESTED FOR METAL FATIGUE IN A "TORTURE CHAMBER": The Comet air liner G-ALYU is seen sealed in its "torture chamber"—a steel water tank, 112 ft. long, 20 ft. wide and 16 ft. high. In it the aircraft was tested to destruction. The tank held 200,000 gallons of water and was supplied from the reservoir behind it. The fuselage of G-ALYU was placed in the tank, its wings protruding through special watertight seals in the walls. Water was pumped in and subjected the fuselage to the pressure strain as is experienced in normal flight. Simultaneously, automatically-controlled jacks under the wings placed an artificial load on them and caused a series of bumps. A total of around 5,000 "test flights" were made. Each test of five minutes was the equivalent of three hours in the air.

A NEW WINTER FOOD FOR CATTLE

Britain's First Crop of Topine—a New Silage Plant Developed in Germany—is Harvested

On left— **THE FARMER WHO IS GROWING BRITAIN'S FIRST CROP OF A NEW CATTLE FOOD: On the left is Mr. M. O. Lester, who has just harvested his first crop of Topine, a new silage crop developed in Germany. With him is Mr. R. J. Orford, of the company producing the Silorator Hayter Harvester, a machine which was specially adapted to cut this new plant.**

PART OF THE TEN-ACRE CROP OF TOPINE GROWING AT LECKHAMPSTEAD: The crop in England this year was about 7 to 8 ft. high, but it has been known to grow up to 15 ft. In Germany, Topine has been found to have excellent qualities for storing as winter food for cattle.

HARVESTING THIS COUNTRY'S FIRST CROP OF TOPINE: The specially adapted Silorator Hayter Harvester is seen collecting the Topine, which was bred and developed in Germany by crossing a plant resembling an artichoke with a Mexican plant.

THE TUBER ROOTS OF THE NEW SILAGE PLANT: It is only the tops of Topine that are used for silage, but it is hoped to find many uses for the roots. They can be fed to cattle and are ideal for fattening.

TOPINE BEFORE AND AFTER CUTTING: In the foreground are the stubby stalks of the plant. The tuber roots are to be left in the ground until they are fully ripe, which will be at the end of March or in early April next year. It is hoped that these roots will be of considerable value to industry.

Although it is often said that Nature cannot be improved upon, German agriculturists, by producing the new plant, Topine, appear to have done just this. After the last war, Germany was faced with a very serious food problem, and it was found that Topine, a cross between a German and a Mexican plant, was a fruitful source of cattle food. It has since been grown in very large quantities, enabling farmers to keep more cattle.

The plant was developed, after many long experiments by a German chemist, Dr. Gerhard Ruehl. It was a cattle food admirably suited to silage (that is, storage as a winter food), and it had the great advantage that it would grow under conditions impossible to any comparable plant. It had a good yield per acre, and not only did it prove popular with cattle, but its chemical properties were found to be very beneficial. The plant, in some respects, resembles a giant artichoke and it was bred by crossing two plants—*Helianthus tuber*, a type of artichoke found in Germany, and *Helianthus macrophyllus*, an exotic plant which grows in great profusion in Mexico.

A leaflet setting out the details and properties of this new plant was seen by Mr. John Matthews, the Managing Director of Surface Silos Ltd., of Buckingham, Bucks, and a scheme was formed to grow Topine in this country. Mr. M. O. Lester, who has a farm in Leckhampstead, Bucks, agreed to grow a crop of the new plant to find out whether the claims made in Germany were justified. Before doing this he made an extensive tour of farms in Germany and found that the farmers there were most enthusiastic about the many qualities of Topine.

An import licence was granted to Surface Silos, and in due course a consignment of tubers—the potato-like seeds from which Topine is grown—was delivered to Mr. Lester's farm last April, and ten acres were sown. The crop was cultivated in the same way as a potato crop and a potato fertiliser was used with good effect. The tubers were planted 18 ins. apart in rows a little over 2 ft. apart, and 10 cwt. of tubers were sown to the acre. The cost of sowing, excluding the cost of the tubers themselves, was about £22 10s. per acre.

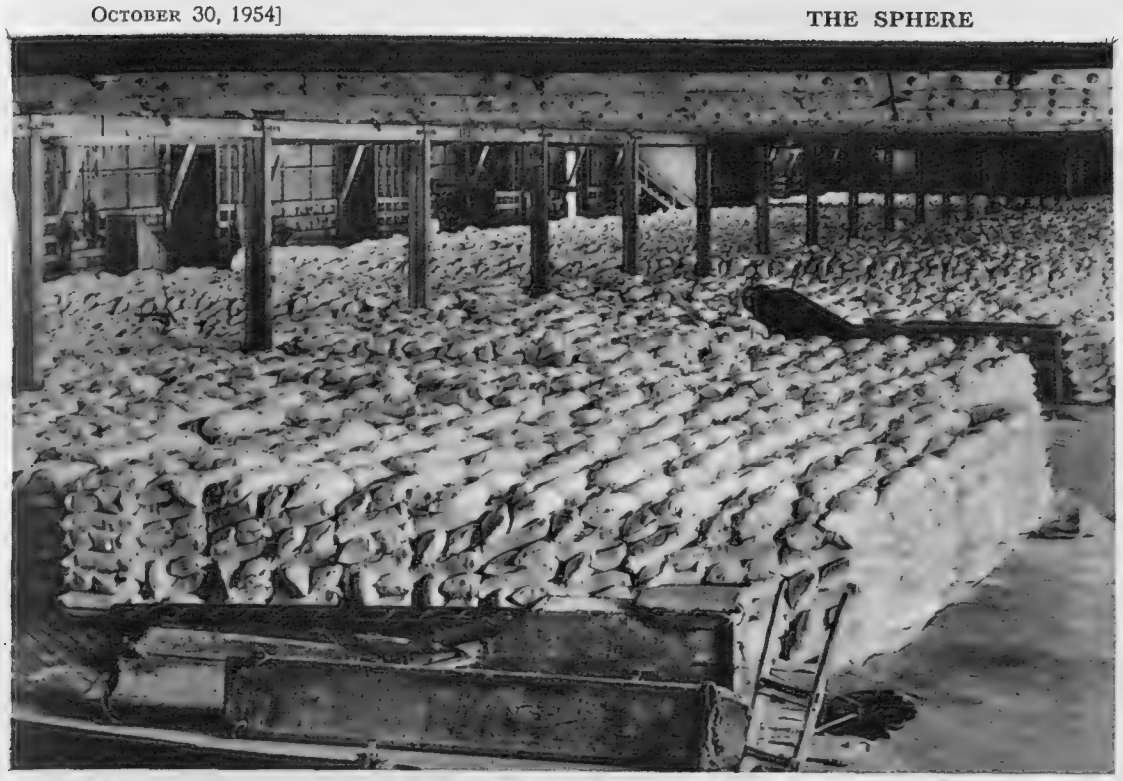
The yield from the land thus planted was about 20 tons per acre of leaf and stem. This crop is now being silaged and Mr. Lester hopes to use this to feed his cattle this winter. The stem of Topine, especially towards the bottom, at first sight appears tough and fibrous, but it breaks easily and consists mainly of a soft centre.

The value of the roots, which are to be left in the soil to ripen until next year, has not yet been determined, but they should be very useful as stock food and for fattening pigs. It is also thought that they are a source of fructose, a kind of sugar which sells in Great Britain at about ten shillings an ounce. In Germany, syrupy extract from the roots has been sold to manufacturers of a popular drink. One ton of tubers, sold to industry in that country, yielded 35 gallons of syrup, almost two-thirds of which were sugar. Over 90 per cent. of this was found to be fructose.

Whether Topine is to be as great a success in this country as it is in Germany has yet to be seen, but there is every indication that it will be so. The fact that it grows on the poorest of soils enables it to fight any weed with success. Its good yield will enable a farmer to maintain one cow per acre of land sown with Topine, and a good profit is likely to be had by selling the roots to industry.

America's Surplus Food

The U.S. Government's Policy of Price Supports for Farmers, which was Recently Revised, has Created Vast Storage Problems



OVERSTOCKED WAREHOUSES—A RECURRENT PROBLEM WHICH RESULTS FROM THE UNITED STATES GOVERNMENT'S FARM POLICY: A view of Government warehouses stacked with sacks of flour which had been bought from farmers under the Agricultural Adjustment Act. One of the results of this policy has always been that the Government hold stocks of agricultural produce which it can neither sell nor store.

STORING GRAIN BRINGS ITS OWN DIFFICULTIES: Fumigation against rat infection is seen being carried out in a granary. This particular store of grain is on board a ship in the James River, near Fort Eustis, Virginia.

STORING DAIRY PRODUCE—ONE OF THE RESULTS OF WARTIME BUYING: Barrels of powdered milk are stored in a plant at Atchison, Kansas, created out of a limestone quarry. *On left*—Liquid egg is run into big cooling tanks for freezing. The prices of eggs have not been supported by the U.S. Government since 1950.

CHECKING THE SURPLUS BUTTER: Part of the butter stocks held by the Commodity Credit Corporation, as part of the price-support programme, is checked by inspectors in a Chicago cold-storage plant.

LIBERTY SHIPS ARE USED AS STORE-HOUSES: A liberty ship is seen being loaded with wheat at New Jersey, New York. Each ship holds, on behalf of the Commodity Credit Corporation, about 225,000 bushels. Wheat is one of the six basic crops subsidised.

When, in 1933, the U.S. Congress passed the Agricultural Adjustment Act to help counteract the effects of the depression on the farms, the legislators could have had little idea that their modest contribution would, within twenty years, have become an ingrained principle of American rural life. One of the features of the Act was a system of loans to farmers to produce certain commodities, accompanied by outright purchases of those crops when the market price did not come up to expectations. The idea was to guarantee adequate incomes and some sense of security to efficient farmers by ensuring that the price of their crops would not fall below a certain percentage of "parity." Parity is defined by law as a fair relationship between prices of what the farmer has to buy and what he has to sell. In practice, parity meant getting as near the farm prices of the balmy days of 1910-14 as possible.

Shortly after the passing of the Agricultural Adjustment Act an organisation was set up to deal with the purchase of commodities from farmers, and the eventual sale of them. This was the Commodity Credit Corporation, which to this day handles the day-to-day economics of the scheme. It was thought that if the Corporation purchased crops from the farmers in times of plenty, when prices were low, it would give the farming communities a much-needed stability. When the lean years came, the C.C.C. would be in a position to sell its stored crops, thus averting a food shortage and also paying its own way. Even before the war, however, the system had showed certain defects. One was that the farmers were often in a position to withhold their crops altogether from the open market in order to command the much better prices offered by the C.C.C. Another was that the lean years just did not come. The result can be seen in the pictures on this page. The C.C.C. found itself stock-piling enormous stores of crops which it had little immediate prospect of selling.

The storage difficulties alone provided a tremendous problem which had to be solved in a variety of ingenious ways. And the problem of storing perishable goods was even greater. The measure of the store can be judged from the fact that in 1941, just before the United States entered the war, the C.C.C. held the equivalent of a full crop of cotton, half a crop of wheat and a quarter of a crop of maize.

At several stages large sums of money had to be appropriated to the Corporation to write off some of these stocks. Then came the war, and the stocks were reduced to a reasonable level. In fact, in order to stimulate farm produce, a price equal to 90 per cent. of parity was guaranteed for six basic crops—wheat, cotton, tobacco, maize, rice and peanuts. After the war the C.C.C. stocks once again more than doubled, but once again war, this time in Korea, intervened.

It was easily apparent, however, that the system of price supports as it stood was out of relation with the times, for hitherto the system had been worked in a world of rising prices. Now it was operating in a world of falling prices. In 1949 the Agricultural Act was passed, aiming at a flexible system of price supports, and suggested a bracket of 75 to 90 per cent. of parity for the basic products, and that certain other products should come outside the system altogether. This was a mild enough Bill, but strenuous opposition from the farming interests prevented Congress from implementing it. This year, however, President Eisenhower announced his determination to grant a more flexible system, and with the devoted guidance of Secretary of Agriculture Ezra Taft Benson a new Act was brought before Congress. Again controversy waxed fierce; the farmers claimed that they needed more protection than ever at a time when they were using a large percentage of the nation's industrial resources. Mr. Benson argued that price support should only be used as "disaster insurance," and that it was being abused to encourage uneconomic production at the taxpayer's expense. A compromise was finally agreed. The level of support was to be between 82½ and 90 per cent. of parity (though in fact only wheat of the six main commodities was at 82½ per cent.). Nevertheless, the principle of flexibility was established, and a new policy for America's surplus food inaugurated.

AN ARTIST IN THE SWISS ALPS

THE BEST OF BOTH WORLDS

A Walking Tour Through the Canton Valais, with Rucksack and Sketch-book, is Described in Words and Pictures

By VICTOR COVERLEY-PRICE

On left—

THE NEEDLE-LIKE PEAKS OF AROLLA : A view of the Aiguilles Rouges d'Arolla from a distance of about five miles at a point on the path to the Plan Bertol. The town of Arolla itself lies in this typical Swiss Alps valley in the Canton Valais. The Arolla peaks are not to be confused with the Aiguilles Rouges de Chamonix a little farther to the south-west near Mont Blanc.

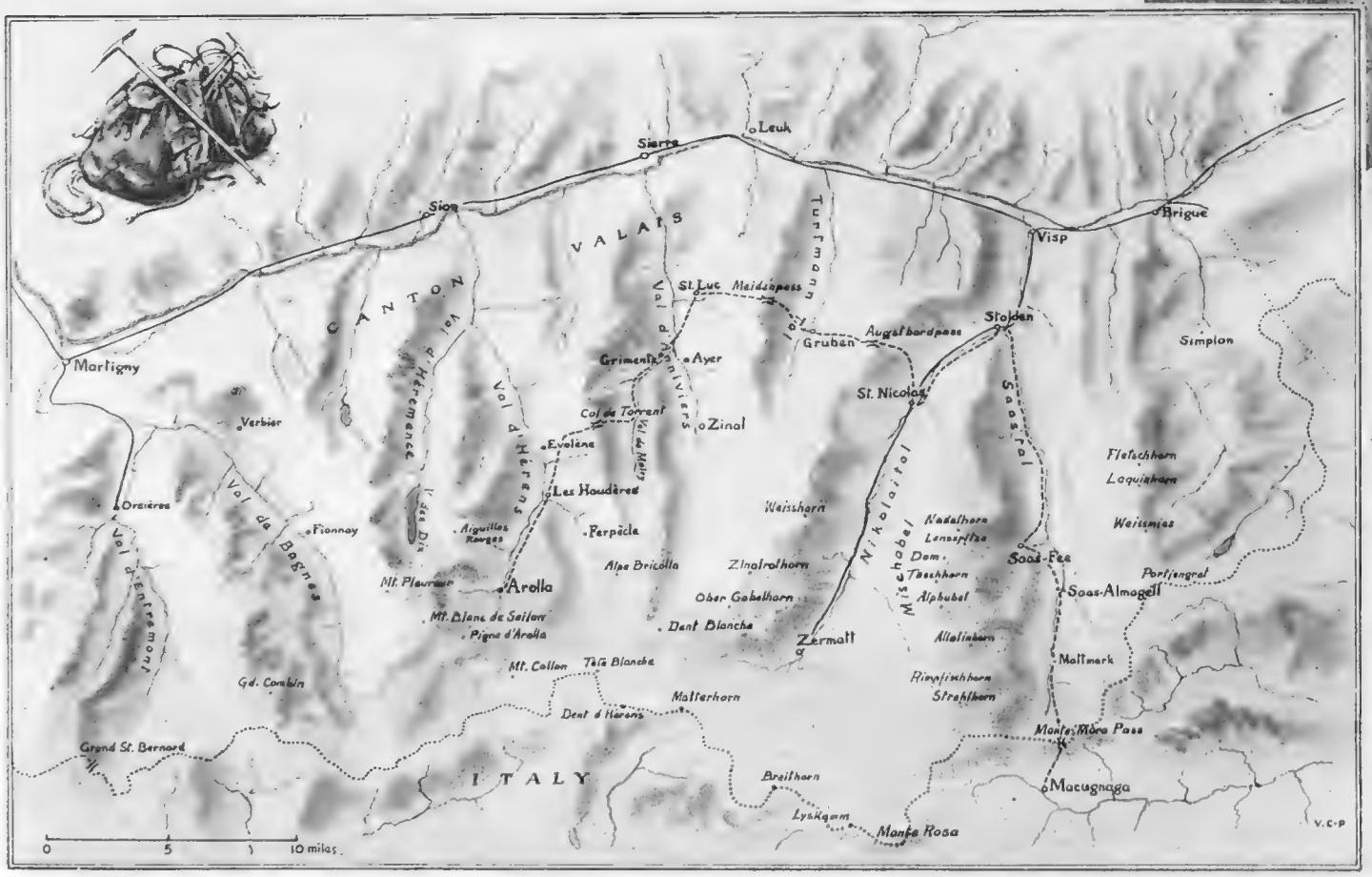
I NEVER travel without a sketch-book: this was one item that I was not prepared to sacrifice in order to make my bulging rucksack lighter. It happened to be one of the hottest days of the year that my wife and I had chosen to test our ability to climb with full loads, before our walking tour through the Alps. We left Arolla, in the Swiss Canton Valais, early in the morning and, although we soon realised that our loads were unduly heavy, we thoroughly enjoyed our walk from Les Haudères up the Ferpècle Valley. A few peasants, wearing the costumes peculiar to that valley, had begun to scythe the hay, but the profusion of wild flowers still exceeded anything that we had seen elsewhere. They seemed to grow here with tropical luxuriance. Beyond Ferpècle the track became very much steeper, but we plodded on to the Alpe Bricolla, at about 8,000 ft., where we were rewarded with a magnificent view of the Dent Blanche, one of the highest peaks in Switzerland (14,318 ft.). Farther to the east, dominating the famous climbing centres of Zermatt and Saas-Fee, there is the largest group of the famous "Four-thousanders"—so-called because they exceed 4,000 metres (or 13,123 ft.).

Over our lunch we decided what we could discard from our rucksacks. Then, of course, I dived for my sketch-book. I had half-finished a drawing of the Glacier du Mont-Miné, that descends from the high snowfields along the Italian frontier, when an enormous mass of ice suddenly broke from an ice-cliff, with a crash that echoed like gun-fire among the mountains, and the resultant avalanche sent a cloud of snow particles high into the air. As we made our way back to Arolla we felt confident that, with a few pounds less on our backs, we could walk all day without being over-tired.

While exploring the valleys in the region of Arolla we gazed wistfully at the great snowy mass of Mont Collon, at the Pigne d'Arolla and Mont Blanc de Seilon, and at other fine summits in the neighbourhood, but we had no intention of climbing any high mountain, at least not before we were in really good training. Our plan, not yet developed in detail, was to walk eastwards across the ranges and valleys that lay between us and Saas-Fee. Early one morning we began the ascent from the Val d'Hérens to our first pass, the Col de Torrent, at about 9,600 ft. Several marmots were whistling shrilly among the rocks, but it was very hard to see them. In glorious sunshine we ate our picnic lunch just below the Col and we lingered for some time to enjoy the western panorama, which included at least ten splendid peaks.

Looking eastwards from the crest of the pass, we were confronted by an even more magnificent array of mountains, among them some that we had climbed in past years. In that magic moment a new world opened before us and all that we had seen before seemed to recede in time. Our flight to Geneva, our arrival by jeep at Arolla, and the enchantment of the Ferpècle Valley might have been memories of weeks, not merely days, ago. This sensation of prolonged time, which we were to experience at each new pass as we progressed eastwards, makes a walking tour in the Alps an ideal holiday. When training walks are made from a single centre, to which one returns every evening, time passes all too quickly. But constant changes of environment, that store the mind with fresh memories and impressions, seem to extend the precious hours until it is hard to remember that yesterday's experiences were so recent.

From the Col de Torrent we descended steeply into the Moiry Valley, where a road was being constructed in connection with a new hydro-electric scheme. We were obliged to follow this road for several miles and it was a great relief to reach Grimentz. It is extraordinary how unpleasant it can be to walk in climbing boots on a hard highway, although one can scramble for hours over the roughest ground without discomfort. Grimentz must be one of the most picturesque villages in the Alps, and I spent a large part of two days



THE GLORIES OF MONTE ROSA : This view of the second highest mountain in Europe is from La Villa, one of the hamlets that compose Macugnaga, on the Italian side of the mountain. The four main peaks seen in this picture are, from left, the Signalkuppe, or Punta Gnifetti (14,964 ft.), the Zumsteinspitze (15,003 ft.), the Dufourspitze (15,217 ft.) and Nordend (15,131 ft.). From this angle the Dufourspitze, although the highest, looks lower than the others. The church in the foreground was built by the Germans who colonised this valley in the fourteenth century. The windows of the little church contain some unusual Gothic tracery.

On left—

THE CANTON VALAIS, WHICH CONTAINS MANY OF SWITZERLAND'S GREATEST MOUNTAINS : The Italian frontier is shown by a dotted line, and the broken line indicates the main route followed by the author and his wife on their walking tour. Monte Rosa, the highest mountain in Switzerland, is right in the south, on the Italian frontier.

sketching some of the old wooden houses. We found time, however, to walk over to Ayer and Zinal, in the Val d'Anniviers, where I made a sketch of the mountains at its head. Prominent among these is the Zinal Rothorn—another "Four-thousander"—whose jagged *arête* I climbed a few years ago.

Our next objective to the east was Gruben, in the little-known Turtmann Tal, and we made an early start for the Meiden Pass. Already at St. Luc, a pleasant village on a steep slope above the Torrent du Moulin, we could see the tip of the distant Matterhorn, another old friend. From the summit of the pass our eyes embraced an entirely new panorama, and all the way down on the other side we had before us the entrancing beauty of the Weisshorn, one of the most handsome of the Swiss giants. The single hotel and the group of wooden houses that compose Gruben are remote from the tourist routes and can be reached only on foot.

Having explored this lovely valley in both directions, we began the toilsome ascent to the Augstbord Pass, which I had crossed many years ago in the opposite direction. Among the rocks a short way above the hamlet we watched a delightful little family of stoats, which kept popping out to gaze at us with curious temerity. For a long way beyond the pass the route lay across masses of tumbled boulders, but on the brink of the next valley, the Nikolaital, we found ample compensation. Ahead of us, gleaming in the brillant sunshine, was the most tremendous chain of snow peaks that we had yet seen. Far below we could see the foaming water of the river that flows down from Zermatt, and beyond the great barrier of mountains lay Saas-Fee, where we planned to spend the last few days of our holiday.

(Continued on following page)

AN AVALANCHE—THE ARTIST CATCHES A FLEETING IMPRESSION OF THIS ALPINE HAZARD: An impression of an avalanche on the Glacier du Mont-Miné. In the background is the Pointe de Bertol; the dark rocks on the left are part of the Mont-Miné, which stands between this glacier and the Glacier de Ferpècle.

AN ARTIST'S DELIGHT—THE PICTURESQUE VILLAGE OF GRIMENTZ: In this corner of the mountain village which overlooks the Val d'Anniviers can be seen Grimentz women washing linen at the fountain which never ceases to flow. The three mountaineers at the left, with rucksacks and ice-axes, are ready to set off for a climb. The crucifix beyond the fountain is a prominent feature of every alpine village.

THE BEST OF BOTH WORLDS

(*Continued from previous page*)

We descended to St. Nicolas and spent the night at Stalden, at the junction of the Saas and Nikolai Valleys, where we sat among vines and oleanders. At six o'clock the next morning we were awakened by the vibrations of an earthquake, a reminder that the mountains are not as stable as they look. After breakfast among the oleanders we set off for Saas-Fee, where we booked a room for a few days in the following week. Although we were tempted to linger in the familiar main street, among the postcards, enticing knick-knacks and boxes of delicious fruit, we had agreed to spend nothing there on unessential luxuries until our return. So we walked on beyond the village to eat our picnic lunch among the ancient larches, some of which are reputed to be 600 or 700 years old. In the midst of that glorious arena, surrounded by at least ten "Four-thousanders" and many lesser summits, I could not help feeling a little envious because my wife had climbed more of them than I had. But she encouraged me to think that, if our supply of currency lasted and if the weather remained favourable, I might tackle another good climb before we returned home. However, in her opinion, my earlier ascent of Monte Rosa was compensation enough, and I ought not to allow my thoughts to be deflected from our next objective, which was to see that peerless mountain from the Italian side.

A visit to Macugnaga was to be the climax of our tour and we had reserved Monte Rosa "*pour la bonne bouche.*" As I hoped also to make a sketch of this greatest of Swiss mountains from a point from which relatively few British visitors to the Alps see it, I was not unwilling to hitch on my rucksack and to set off again up the valley. We spent the night at the isolated Mattmark Hotel, where I made another drawing looking up the valley towards the Monte-Moro Pass into Italy.

THE MISCHABEL GROUP, THE CLIMAX OF THE ARTIST'S WALKING TOUR: A sketch looking across the Saas Valley towards the fine peaks of the Mischabel group. The most prominent peaks seen are, from left, the Täschhorn (14,758 ft.), Dom (14,942 ft.), Lenzspitze (14,108 ft.), Nadelhorn (14,220 ft.), and Ulrichshorn (12,890 ft.).

In the foreground was the "Blue Stone," a gigantic serpentine boulder, as big as a hotel, which is believed to have been carried down from the Strahlhorn on the back of a glacier.

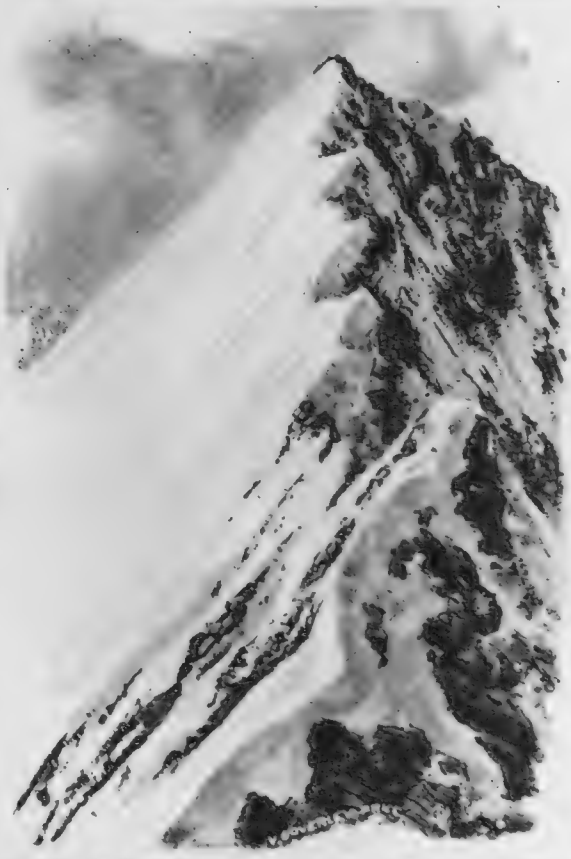
When we looked out of the window at five o'clock the next morning we were dismayed to see the mountains shrouded in low clouds. We postponed our departure for three hours, and by then it seemed possible that the clouds might gradually disperse. There was a lot of snow near the top of the pass, which lies at about 9,400 ft., but the weather had improved rapidly and, as we scrambled to the crest, we found ourselves gazing with awe at the whole of the upper half of Monte Rosa. But very soon the clouds closed in again and we descended steeply through snow to the stone hut of the Italian frontier post. The soldiers, who man this lonely post for twenty-one days at a time, seemed delighted to have a couple of passports to inspect, and they sent us on our way with cheerful good wishes.

It was a long, steep and rough descent, and when we saw far below us the trim hotels and the rather formal main square of Staffa, the largest of the fourteen villages and hamlets that composed Macugnaga, we began to wonder whether our visit would be worth while. The mountains were still obscured and we had no clothes suitable for display in a fashionable tourist centre. Happily, with the aid of a local official, we found a room at a delightful little hotel in Pecetto, the highest of the group of hamlets, and we waited with impatience and growing excitement for what—we hoped—the morrow would bring.

I woke up at 5 a.m. and went to the window, which faced directly up the valley. Quickly I called my wife. There, unblemished by a single cloud, rose the mighty mass of rock and ice that was Monte Rosa. While we watched, the Dufourspitze—the highest of its peaks, on which I had stood on just such a perfect morning

THE RUGGED GRANDEUR OF THE PASSES BELOW THE MASSIVE ALPINE PEAKS : This sketch was made on the way down from the Meiden Pass towards Gruben, in the Turtmann Tal. Beyond, white and aloof, rises the Weisshorn, one of Switzerland's most beautiful mountains. This 14,804-ft. peak was first climbed by Professor Tyndall in 1861, and has always been one of the most difficult, though rewarding, Swiss mountains. This picture gives a good idea of the valleys, filled with large, tumbled boulders.

IN THE LOVELY TURTMANN VALLEY : The forests, mountains and streams so characteristic of this beautiful but little frequented valley are all caught in this sketch. The stream eventually flows down to the Rhône. It is born of the magnificent Turtmann Glacier at the head of the valley. A few miles below lies Gruben.



LOOKING BACK ON IT ALL : Victor Coverley-Price takes a last look at the summit of the Lenzspitze, which he had just climbed, from one of the rock pinnacles known as "gendarmes." These are on the long *arête* which leads to the top of the Nadelhorn. Three climbers descending from the Lenzspitze can just be seen on the snow *arête* towards the middle of the picture. The last part of the ascent to the peak was made up the steep snow edge seen against the sky to the left of the summit. This is no place for anyone without a good head for heights. The altitude of the peaks in the Mischabel group is over 14,000 ft.

more than thirty years ago—was caught in the first pink glow of dawn. I tried to imagine myself there, a young man of twenty-three clutching the iron stake that marks the summit with hands numbed by the icy wind. Steadily, like the gradual illumination of a stage set, the warm flush crept downwards. The blue-grey of night that still enshrouded the lower part of the mountain seemed to darken as the lofty ethereal summits increased in brilliance. We did not move from the window until the whole valley was flooded with the light of dawn.

That day and the next we walked through the valley and I made several more sketches, one of which is reproduced here. Then, although we still had much to look forward to, we left reluctantly to return to Saas-Fee. Our brief excursion into Italy, so packed with unforgettable experiences, had again prolonged time beyond the bounds of reality. It seemed unbelievable, when we were back in Saas-Fee, that we had passed through there barely four days earlier.

I lost no time in finding the guide with whom I had climbed three years ago. I was in excellent training and the weather was favourable, so we set off together for the Mischabel hut, more than 5,000 ft. above the valley. Soon after three o'clock the next morning we were climbing steeply towards the Lenzspitze, from whose icy summit I again saw Monte Rosa emerging from the night into the light of dawn. During the next few hours we traversed the long *arête* leading to the slightly higher summit of the Nadelhorn. Then we descended, through a sudden snowstorm, back to the Mischabel hut, where my wife had come up to meet me.

On our last morning at Saas-Fee she and I sat at a café high up on an alp and raised our glasses, filled with the good wine of Sion, to my two "Four-thousanders" across the valley. Both as a lover of the mountains and as an artist I was completely satisfied. I had had the best of both worlds.

AN ALMOST UNTOUCHED EXAMPLE OF SEVENTEENTH-CENTURY ARCHITECTURE: The front of Dunsland House, which has been purchased by the National Trust. It stands in an estate of 92 acres about five miles to the east of Holsworthy, in North Devon. The history of Dunsland can be traced back to the Norman Conquest.

THE LATER WING OF THE HOUSE: The superb north wing, which was built about 1680. Like the rest of Dunsland House, it is in grey stone; it has nine rooms, with decorated plasterwork ceilings.

A DEVONSHIRE HOUSE FOR THE NATIONAL TRUST

Dunsland House, a Splendid Example of Seventeenth Century Architecture, for the Nation

ONE OF THE REMARKABLE CEILINGS OF MOULDED PLASTER: This ceiling is in a room on the first floor of one of the older parts of the house, and dates back to about 1600. The house is notable for the high standards of its ceiling decorations.

On right—

THE DOORS OF THE JUSTICE HALL: The hall, which is about 300 years old, is in the older part of Dunsland House, the centre portion, which dates from about 1640. It is, however, that part of Dunsland House which dates from the Restoration which is considered unique.

THE MAGNIFICENT DRAWING-ROOM: This is an outstanding feature of the house. It has a superb allegorical chimney-piece and a decorated ceiling of birds, garlands and trophies of arms, moulded in detached relief.

THE BEDROOM WITH AN HISTORIC PANEL: The King's room, with the painted panel of the martyrdom of Charles I. It is believed to be the original from which the frontispiece was taken for *Eikon Basilike*, the alleged meditations of the King.

The National Trust has announced the purchase of a mansion which is modest in size and unknown even to many of the connoisseurs of architecture. Dunsland House, however, has such architectural merits that its addition to the growing number of National Trust properties must be considered a decided gain for the nation. It was bought for £6,000 with money bequeathed by Mrs. Annie Woodward for the purchase of property in Devon and Cornwall. It will cost £9,000 to repair Dunsland House, and it is hoped to let it at a peppercorn-rent on a full repairing lease with full access to the public.

Dunsland House, with 92 acres, lies about five miles to the east of Holsworthy, in North Devon. It was granted to a certain Cadiho after the Norman Conquest, and since then has descended by direct and well-documented inheritance for almost 900 years. Through various heiresses the house has passed through the families of Arscott, Bickford and Dickinson. At the restoration of Charles II. the owner of Dunsland, Arscott Bickford, happened to be a cousin of two staunch Royalists, Monck, Duke of Albemarle, and Grenville, Earl of Bath. Through their positions at Court, the finest craftsmen of the day were sent to construct houses for them and their relations in the West Country. Four of these houses, unusually splendid for that period, were built. But Monck's House at Potheridge was pulled down after his wife's death; Grenville's mansion, New Stowe, near Kilhampton, was demolished in 1720; and Tetcott House, built for another cousin, was destroyed by fire. Thus only Dunsland has remained to show posterity what these houses were like.

What remains of Dunsland House was built in three stages: first came the western part, with two remarkable ceilings, which was built soon after 1600. Then there is the centre part, containing the Justice Hall, which was built about the middle of the seventeenth century, though it has an earlier porch. And the north wing was built about 1680. Although the standard of decoration of the whole house is most unusual for such a remote district, that of the north wing is altogether exceptional. Built, like the rest of the house, in grey stone, and austerely classical in elevation, it contains nine rooms; all have heavily moulded ceilings and several contain contemporary panelling, which, in the parlour and elsewhere, retains its original seventeenth-century paintwork, with elaborate graining and cornices of tall, yellow acanthus leaves.

In one of the bedrooms is a painted panel of the martyrdom of Charles I. This is apparently the original from which the frontispiece of *Eikon Basilike* was taken—that remarkable Royalist publication sub-titled *The Portraicture of His Sacred Majestie in his Solitudes and Sufferings*. The drawing-room contains as good examples of the Grinling Gibbons period as anywhere in the country. It has five windows; an allegorical chimney-piece of fantasticated detail; and a ceiling of birds, garlands and trophies of arms. Moreover, the detail, such as the glazing of the windows, the locks on the doors, the crests and the coats of arms, is everywhere original and untouched.

THE ALBERT MEMORIAL HAS ITS FIRST MAJOR REPAIRS

Work Goes Ahead on the Renovation of the Bomb-damaged Memorial in Kensington Gardens

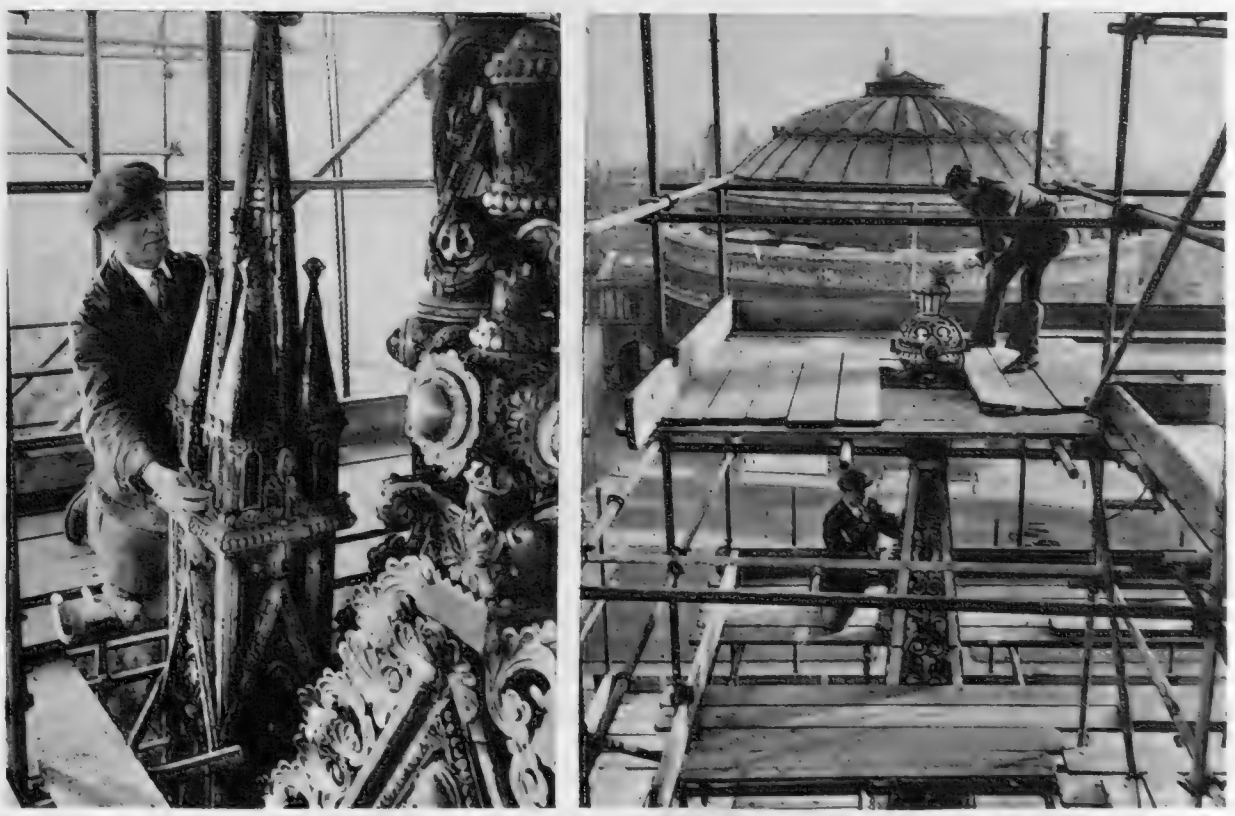
THE BRONZE HEAD OF PRUDENCE PARTIALLY COVERED BY A TIGER SKIN : This is one of the many figures on the Albert Memorial, in Kensington Gardens, which is now having its first major repairs since its erection in 1876.

ONE OF THE "TWO-FACED" FIGURES : This piece of bronze sculpture depicts Fortitude ; it is not known by officials why the head of the figure was cast in this way. Only the normal face can be seen from the ground.

CLEANING AND REPAIRING THE CENTRAL FIGURE OF THE MEMORIAL : This gilded statue of the Prince Consort, reading the Catalogue of the Great Exhibition of 1851, is by J. H. Foley ; the memorial was designed by Sir George Gilbert Scott in 1872. The monument is richly embellished with statuettes in high relief depicting painters, sculptors and musicians of many periods. It is nearly 175 ft. high.

Since the spring the Albert Memorial, in Kensington Gardens, has been encased in scaffolding and work has been going ahead on its renovation. The memorial was damaged by bomb-blast early in the war and this is the first opportunity that the Ministry of Works have had of carrying out the necessary repairs, although it was cleaned in 1951. At that time a complete survey was made and it was found that many of the figures adorning the upper part of the memorial had been damaged, and that the great cross and orb surmounting the entire structure had been damaged beyond repair. New models from the original designs are now being made and will be placed in position at a later date. This is the first time that any major repairs have been made to the memorial, and every part is receiving attention. In addition to repairing the bomb damage, the workmen are restoring the actual fabric, certain parts of which have suffered from weather erosion ; cleaning the entire structure, and making sure that every one of the many figures and adornments is firmly attached to the main piece and is in no danger of falling. The entire work is expected to take several more months ; its estimated cost is about £7,000.

The elaborate memorial, a notable example of late Victorian architecture, was designed by Sir G. Gilbert Scott, and the gilded figure of the Prince Consort beneath its canopy was by Foley. The national monument to Prince Albert, it stands in a prominent position opposite the Royal Albert Hall. It is an ornate structure, with groups of figures at the angles of the base depicting Agriculture, Manufactures, Commerce and Engineering. Other marble figures and high reliefs portray artists and men of letters of many periods. In the casting of the many bronze figures it is not now known officially why certain objects, such as Fortitude, should have been given two distinct facial designs. Although it is not praised by most authorities on architecture, the monument is worthy of close inspection.



RESTORERS AT WORK ON THE PINNACLES : In the background of the picture *on the right* is the Royal Albert Hall. The bomb damage occurred early in the war and the memorial was closely inspected in 1951 when it was cleaned in honour of the Festival of Britain. The great cross and orb, which were badly damaged by blast, will be replaced.

FROM ENGLAND, SCOTLAND AND IRELAND

A SURVEY OF THE HOME NEWS IN PICTURES

A NEW CHURCH TAKES SHAPE AT PLAISTOW, EAST LONDON, IN THE DIOCESE OF CHELMSFORD: Work goes ahead on the erection of the new church which, at its consecration early next year, will be dedicated to St. Philip; it replaces an earlier mission church twice bombed in the early part of the war. The foundation-stone was laid by Princess Margaret last February. Although the cost of the new church has been covered, funds are still required for the payment of the hall which will adjoin the main building.

A RELIEF DEPICTING THE CRUCIFIXION: Mr. J. Wedgwood, a sculptor, of Fulham, seen at work on the stone relief, measuring 6 ft. in diameter, on the exterior of the east wall of Plaistow's new church

THE HERRING FLEET FISHES OFF THE EAST COAST: A general view of drifters on the Fish Wharf Quayside at Yarmouth. *On right*—The Scottish fish-wives, who follow the fishing boats as they move round the coast during the herring season, busy themselves with their arduous task. During recent weeks many bumper catches have been reported from drifters fishing out of Yarmouth and Lowestoft, and the market was at times glutted. Some ships landing their catches late in the day found it impossible to find bidders and had to sell their fish to the meal and oil factories. Several skippers landed their catches in Holland in the hope of getting better prices. One of the best catches was estimated to be 240 crans by the drifter *Jessie Sinclair*. When the fish were landed, however, the catch was found to be 272 crans.

THE LAUNCHING OF THE "OWERRI" AT HARLAND AND WOLFF'S YARD AT BELFAST: This cargo vessel of 6,200 tons was built for the Elder Dempster Lines, and a similar ship is on order. The *Owerri* is a single-screw, motor-driven vessel of greater deck type: her overall length is 450 ft. When completed, she will have two stump masts, one signal mast and a single streamlined funnel.

THE BRITISH "VOLKSWAGEN" MAKES ITS DEBUT: Air Vice-Marshal Bennett, who was head of the wartime Pathfinder Force, is seen with the "Atom." This vehicle is called a "People's Car," and was built by Fairthorpe Ltd., of which the Air Vice-Marshal is the chief. The car, which seats three adults in comfort on a single front seat, has a wheel-base of 89 ins. and is 12 ft. long. It can be powered by any one of three B.S.A. overhead-valve engines and has a plastic body.

SOME OF THE EQUIPMENT USED ON THE "DISCOVERY II": *Above*—Seamen assembling the deep-sea measuring gear. On the left is the radar unit. *Below*—Dr. H. F. E. Herdman, the Senior Scientific Officer, checks the echo-sounder.

AN OCEAN RESEARCH VESSEL DOCKS AT LONDON—THE "DISCOVERY II" SEEN BERTHED IN THE EASTERN DOCK, PORT OF LONDON: The research ship visited London in order that the delegates to the Oceanography Conference, which was held at the National Institute of Oceanography at Wormley, in Surrey, should be able to inspect her and the modern equipment she carries. Experts from many countries in the British Commonwealth were among the visitors to the ship. The *Discovery II* carries, as well as the traditional ocean research equipment, many items which have not been used before. Among these is the first satisfactory ship-borne instrument for measuring waves. The ship also carries equipment for measuring the currents which are found deep down in the ocean. This consists of a buoy, which sinks slowly at the end of an under-water parachute and which signals the necessary information back to the ship.

EXCAVATIONS AT CHERTSEY ABBEY: A general view of the foundations of the seventh-century Benedictine Abbey of Chertsey which are now being excavated by a team of archæologists from the Ministry of Works. They have unearthed many valuable medieval finds. The archæologists have until the end of next January to finish their work and record their findings. Then an estate of eighteen houses is to be built on the site.

On right—
THE SKELETON OF A MONK: This was found in one of the medieval tombs excavated in the foundations of Chertsey Abbey. The Benedictine Abbey was founded in 666. The body of King Henry VI was brought to the church for burial in 1471 and remained there for fifty years before it was removed to Windsor.

A MYSTERIOUS EASTERN DANCE IS PERFORMED IN LONDON: Barefoot Indian students are seen performing the Kolattam —a dance performed in temples to charm the Lord Krishna. The dancers sway to the music of cymbals and a bullock-skin drum. This was a rehearsal for a pageant which was held at the Albert Hall recently to mark the opening of United Nations Week.

SCOTLAND'S WORST RAINSTORM WITHIN LIVING MEMORY: Gangers in gum-boots and sou'-westers are seen here stemming the flood-waters threatening the Carlisle-Glasgow railway-line at Dinwoodie, in Dumfriesshire. Southern Scotland and the Lake District of the North of England had suffered their heaviest rains for nearly a century. Rail and road transport was dislocated.

HAILE SELASSIE TOURS ENGLAND

Following his State Visit to the Queen, the Emperor of Ethiopia Pays Calls to Several Provincial Centres

THE EMPEROR VISITS OXFORD TO RECEIVE THE DEGREE OF DOCTOR OF CIVIL LAW: His Imperial Majesty, accompanied by the Chancellor of the University, Lord Halifax, leaving the Sheldonian Theatre, after the degree of Doctor of Civil Law by diploma had been conferred upon him by the University. Also during his stay in Oxford Haile Selassie and his son, the Duke of Harar, attended evensong in New College Chapel, and visited the Bodleian to see the Coptic manuscripts. The Emperor's tour of provincial centres began on Saturday of last week at the conclusion of his State visit to the Queen.

RECALLING THE DAYS OF THE EMPEROR'S EXILE: The Mayor of Bath, Councillor W. H. Gallop, presents an illuminated scroll and a book of the city's Georgian architecture to Emperor Haile Selassie at the ceremony at the Guildhall, when the Emperor was made an honorary Freeman of Bath. The Emperor and his family lived at Bath during their exile, when their own country was occupied by the Italians. At last week's ceremony the Emperor presented the city with a pair of mounted elephant tusks, and a carpet for the Pump Room

A RECEPTION IN LONDON: The Emperor receives Senora Anita Guerrero, wife of the Philippines Ambassador in London, during the reception given last week by Haile Selassie at his Embassy in Prince's Gate.

THE PROCESSION THROUGH OXFORD WHEN THE EMPEROR RECEIVED HIS DEGREE: He and the Chancellor are seen making their way along New College Lane. By receiving the degree of Doctor of Civil Law by diploma the Emperor is granted the full rights of a Member of Convocation.

IN SOMERSET AND CAMBRIDGESHIRE: *Left*—At the Bristol Aeroplane Company's works at Bristol the Emperor is seen passing a Britannia airliner; with him is Mr. C. F. Uwins, managing director of the Aircraft Division of the Company. *Right*—The visit to the R.A.F. fighter station at Duxford, when the Emperor saw a spectacular air display. Pointing out an item of interest is Air Marshal Sir Dermot A. Boyle; on left are the Duke of Harar and Mr. George Ward, M.P., Under-Secretary of State for Air.

FIELD MARSHAL MONTGOMERY SALUTES THE DEAD COMMEMORATED BY THE EL ALAMEIN MEMORIAL: Twelve years after his famous victory, Viscount Montgomery returned to the North African battlefield to unveil the memorial cloister there. It commemorates the 11,945 dead of the campaign who have no known graves. After unveiling the memorial, the Field Marshal laid the first wreath.

EL ALAMEIN

Field Marshal Montgomery Unveils the Memorial on the North African Battlefield, after Attending the Annual Reunion in London

In the harsh glare of the desert sunshine, 5,000 people gathered at El Alamein last Sunday for the unveiling of the war memorial by Field Marshal Viscount Montgomery. A white cloister in Portland stone contains the names of 11,945 officers and men who fell in North Africa and the Middle East and who have no known graves. All of them contributed to the great desert victory of twelve years ago, of which Sir Winston Churchill has written "It was the turning of the hinge of fate." The cloister forms the northern entrance to a garden cemetery in which another 7,300 officers and men of the Commonwealth forces are buried.

The place of honour at the ceremony was given to 200 men and women, relatives of the dead. They had come from all parts of the Commonwealth and proudly wore the medals of the fallen. A number of British regiments, the Royal Air Force and many Commonwealth and Colonial forces were represented, the colour of the Royal Air Force Regiment being paraded overseas for only the third time in its history. The memorial was dedicated by the Anglican Bishop in Egypt, the Rt. Rev. F. F. Johnston, assisted by chaplains and clergymen of other denominations. At the end a bearded Imam recited Moslem prayers.

Field Marshal Montgomery spoke of the "united family" of the Eighth Army, of its devotion to duty and its "life in faith and not in fear." The virtues shown then—and shown pre-eminently by those who gave their lives—were needed more than ever to-day. This was the theme on which Viscount Montgomery had also spoken two days previously when he attended the annual El Alamein Reunion in London.

THE EL ALAMEIN REUNION AT THE EMPIRE POOL IN LONDON: On the night he flew out for the ceremony in North Africa, Field Marshal Montgomery earlier had attended the annual Reunion of Eighth Army veterans in London. He is seen here listening to one of the guests of honour speaking, Mr. R. A. Butler.

"MONTY" WITH THE AUSTRALIAN CONTINGENT: At the dedication the British and New Zealand Armies, the Royal Air Force and other Commonwealth Forces were also represented.

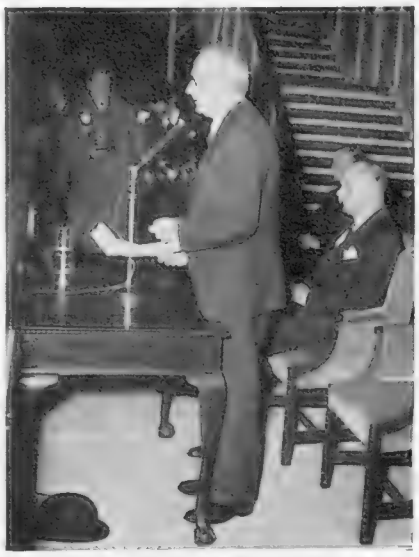
THE MEMORIAL IS UNVEILED: Field Marshal Montgomery, in the centre above the cloister, salutes as the Commonwealth flags are drawn back from the walls of white stone.

CARS AND BUYERS AT EARLS COURT

The 1954 International Motor Exhibition in London Coincides with the News that the Industry has Broken New Export Records

When the thirty-ninth International Motor Exhibition was opened by Field Marshal Viscount Montgomery at Earls Court last week, there was every indication that public interest in British vehicles would be greater then ever. The variety of cars displayed by the different manufacturers and their competitors from abroad demonstrated clearly that the makers of cars were fully aware of this great interest, and were ready to meet it.

To coincide with the beginning of the great Show at Earls Court, the Society of Motor Manufacturers and Traders announced the production and export returns for the first nine months of this year. Altogether, 449,336 cars were produced, and of these 282,347 went overseas. The export figure exceeds that of the same period of last year by nearly 52,000. The value of exports was £91,443,514, £11,000,000 more than in the corresponding period last year. These are encouraging figures for the Treasury as well as for the motor manufacturers. In addition, it is known that orders taken, and previously outstanding, for shipment abroad in the next twelve months, exceed 550,000. Australia continues to be the biggest market for Britain's exports; Sweden has displaced Canada from second position, and New Zealand has taken the place of the United States in third place.



THE SHOW IS OPENED: Field Marshal Viscount Montgomery, with his bowler-hat safely stowed below the table, opening the Motor Show at Earls Court.

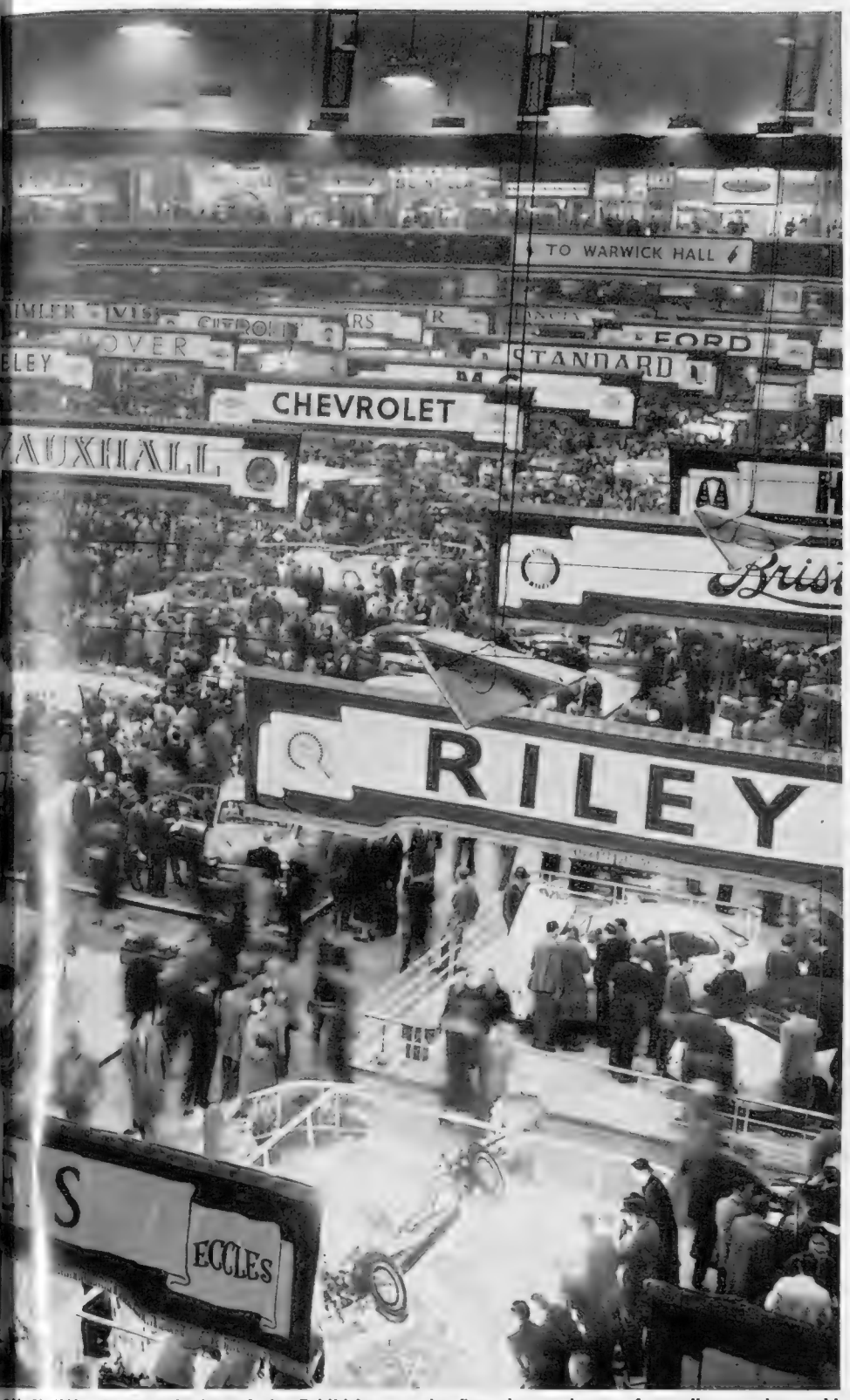
One of the results of the dock strike in London and other ports in England has been a delay in effecting shipments of cars abroad. Although this involves considerable delay for overseas buyers, it does help the eager home buyers who, for the smaller cars, have been told to expect a delivery lag. The longer cars intended for export are delayed at the docks, however, the shorter that lag is likely to be. It is therefore unlikely that the manufacturers will suffer from this dispute in the initial stages. But it is interesting to note, in this connection, that Field Marshal Viscount Montgomery urged buyers to order their new cars at the Motor Show, and take delivery as soon as they were available, in order to keep employment evenly balanced throughout the year.

A NEW FORD SPORTS CAR FROM AMERICA: The large and powerful Ford Thunderbird on view at the Show. It has a V-8 o.h.v. Special Y engine. At the wheel is Mlle. Ferrier, "Miss World" of 1953-54.

BELOW THE PLASTIC BODY OF THE JENSEN: A look inside the bonnet of the Jensen 541, a 4-litre saloon which is being produced with a reinforced plastic body—the first car of its kind with this material.

VISITORS FROM EVERY COUNTRY PACK EARLS COURT TO SEE THE GREAT VARIETY OF MOTOR-C inspect the wide range of exhibits. Despite the fact that the first-day admittance cha 27,539 in 1953. Attendances at the first really "public" days indicated that interest

THE RECORD-BREAKING AUSTIN-HEALEY: The Special Austin-Healey 100 which broke thirty-seven records at the Bonneville Salt Flats, in Utah, on show at Earls Court. It is seen with the special streamlined body which enabled it to cover the flying mile at 192·6 m.p.h.



ON SHOW: A general view of the Exhibition on the first day as buyers from all over the world was fo., as against 10s. last year, there were 15,119 visitors on the opening day, compared with the motor industry was greater than ever. The number of export orders broke all records.

AN OUTSTANDING EXHIBIT ON THE AUSTIN STAND: The new A 90 Six Westminster, the new Austin saloon which is offered at a highly competitive price. It can seat five or six people and has a 6-cylinder overhead-valve engine.

On left—

LADY DOCKER'S NEW DAIMLER: Lady Docker taking a look inside her new car on the first day of the Motor Show. The body of the new Daimler was specially made by Hooper's. One of the features of the luxurious interior is the mirror in the roof.

THE NEW DE LUXE HILLMAN IS INGENIOUSLY DISPLAYED: This model is displayed on a revolving stand. The bonnet splits apart and the overhead-valve engine automatically rises up to demonstrate its operation.

THE NEW MERCEDES SPORTS COUPÉ: The Mercedes-Benz 300 SL, with its gull-wing door, seen at Earls Court. This 6-cylinder sports car attracted much attention when it was first seen at Silverstone earlier this year. It has a maximum speed of over 160 m.p.h.

A POWERFUL JAGUAR SPORTS MODEL: The D-type Jaguar, which has a twin overhead camshaft engine of 3,442 cc. This well-known 3½-litre sports car can carry thirty-seven gallons in two flexible fuel tanks.

EXPLORING AN UNDERGROUND RIVER

Four Speleologists Overcome Great Risks in their Exploration of a Subterranean Stream in the Jenolan Caves, in New South Wales

A daring underwater exploration has been carried out along an underground river in the bowels of the Blue Mountains behind Sydney, in New South Wales. Four young speleologists, with special "frogman" equipment of their own devising, undertook this perilous adventure. As a result of their underwater investigation they believe they have discovered a new cave system, which has never before been reached, in the Jenolan district. Jenolan has been famous for many years for its caves, which are a popular tourist attraction.

The explorers set out to investigate a mysterious underground river which disappears in Mammoth Cave and reappears in the Right Imperial River Caves, three-quarters of a mile away. Australian speleologists have for some time believed that along the line of this acherontic stream were caves separated by siphons—narrow tubes of rock filled, or almost filled, with water. The reports of this expedition give considerable substance to this opinion. The speleologists discovered a big cave—100 to 150 yards long, about 50 ft. wide and some 70 ft. high. It is thought that a hole in the roof might lead to an extensive cave system, but this will not be known until further explorations have been made.

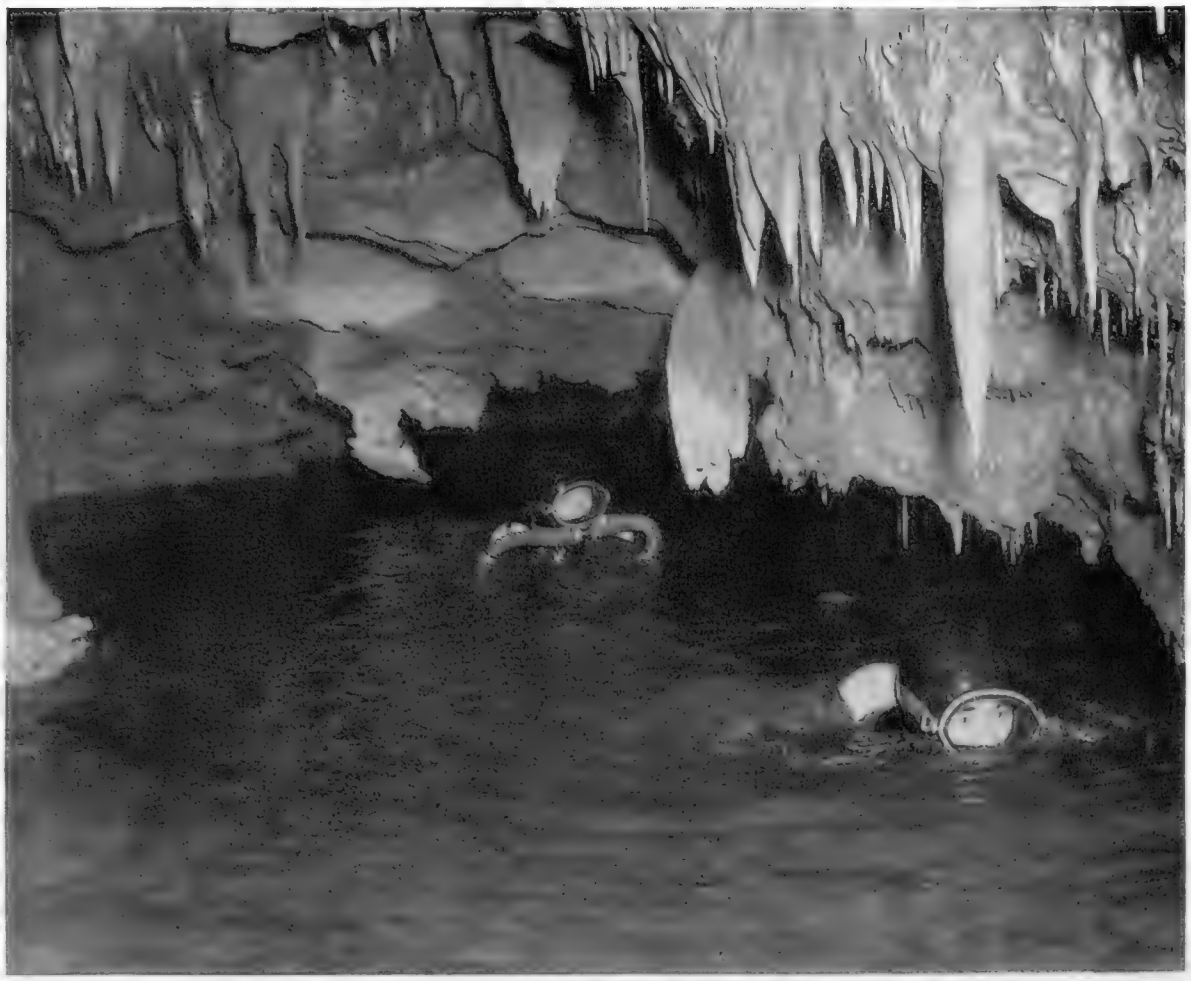
The four members of the party were Russel Kippax, a laboratory attendant at the Teachers' College; Michael Calluaud, a Frenchman and electrical engineer, who has been two years in Australia; Owen Llewellyn, a taxi-driver; and Keith White, an engineer with the railways. Calluaud and White are members of the Undersea Explorers' Club, of which Calluaud is vice-president. Kippax and Llewellyn come from the Speleological Society of Sydney. Both these associations combined in organising the expedition.

It was a task which required the most careful planning. One of the greatest of speleologists, the Frenchman, Norbert Casteret, has said of this type of underwater cave exploration: "It is perilous . . . one's life hangs by a thread in these narrow tubes of rocks filled with water." Bearing this advice in mind, the Australian party began their preparations last June. From reconnaissances, they had every reason to believe that there were few air pockets between the water and the roof of the tunnel through which the underground river ran; that the roof was jagged and that the river bed was strewn with fallen limestone. Added to this, the water was ice-cold. They determined to eliminate these risks as far as possible.

Their equipment, which took weeks to assemble, cost about £1,000. The main difficulties to be overcome were cold and fatigue and the lack of air and light. Each man wore a rubber suit from neck to ankle, of the type used by naval "frogmen." Beneath, they had woollen underwear. Over their heads they wore goggles and oxygen masks, carrying the oxygen cylinders on their backs. The problem of lighting was solved by sealed beam car headlights with batteries to last about an hour. In case of emergency, each man carried also a waterproof torch. Calluaud undertook to keep a careful check of time during their underwater investigation so that there was no danger of going beyond their supplies of air and light.

A "surface" staff of willing helpers stayed above the entrance to the underground stream and kept in touch with the explorers by means of ingenious signalling apparatus. When the men were submerged they could "talk back" over a telephone carried in a waterproof covering and also send signals by means of their "Aflolaun." This word is formed from the initials of Apparatus For Laying Out Line and Underwater Navigation." Calluaud led the party, Kippax pushed the "Aflolaun," Llewellyn carried the watertight telephone and White brought up the rear with reserve breathing equipment.

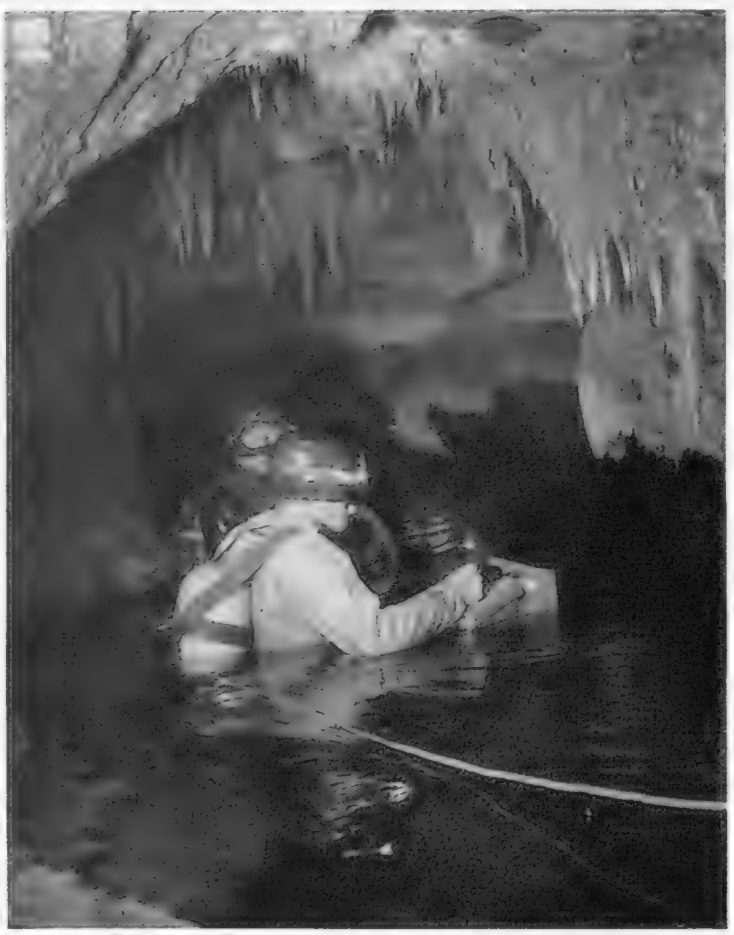
Their anticipations of important discoveries were fully realised. They reported they had "terrific feelings" when they found the great cave and thought "no man has ever been here before." There were beautiful stalactites stretched down from the roof, and in the background a perpetual dripping of water. It took them a quarter of an hour to walk from one end of the cave to the other. Time did not permit them to investigate beyond the hole in the roof, but they consider it might well lead to another large cave system. But even as far as they were able to go, they went a considerable way in solving a riddle which has for a long time perplexed Australian geologists.



UNDERWATER EXPLORERS EMERGE FROM THE UNDERGROUND RIVER IN THE JENOLAN CAVES, IN NEW SOUTH WALES: Two members of the party of speleologists swimming out of the mysterious river which flows underground from the caves.

A CHART OF THE DARING UNDERWATER JOURNEY: On the left the river has just gone underground. It was at this end that the new cave was discovered. The water emerges in the Right Imperial River Caves.

CHECKING THEIR GEAR BEFORE THE START: The explorers test with their helpers the telephone apparatus which they used under water. They wore rubber suits with masks and goggles.



THE UNDERWATER JOURNEY INTO THE UNKNOWN BEGINS: Russel Kippax, with his oxygen mask to his mouth, prepares to start into the stream. The rope going across to the right foreground connected him in mountaineering fashion with the other members of the party. Behind Kippax is Dave Roots, one of the "surface" helpers.

TRYING OUT THE "AFLOLAUN" APPARATUS: Behind the leader of the party, Michael Calluaud, is Russel Kippax with the "Aflolaun"—a word formed from the initials of Apparatus For Laying Out Line and Underwater Navigation. The buzzer was placed on top of it as the best means for sending danger signals.

JAMAICAN IMMIGRANTS ARRIVE BY THEIR HUNDREDS IN THIS COUNTRY: This picture shows some of the West Indians who arrived in England recently. These immigrants may create a grave labour problem.

A Colour Problem for Britain

The Ever-increasing Number of West Indian Immigrants who Come to Britain to Find Work

Since January of this year some 8,000 West Africans have come to this country to find homes for themselves and to find work. It is estimated that up to date the coloured immigrants now living and working in this country number some 50,000. The exact total is not known because both West Africans and West Indians are British citizens, and no official check is made of their entry to Great Britain. As may be expected, the number of these immigrants, which is steadily increasing, is causing many problems, mainly in the areas in which they settle, and there has been some agitation for the Government to take action. It is difficult to see what major step the Government can take. The Jamaican Government have made tactful attempts to stem the rush of immigrants, but this has been noticeably unsuccessful.

The West Africans and the West Indians come to this country for one main reason: for them Great Britain is a land where every man has a home and a job which is, by their standards, well paid. The majority of them do not come over on chance, but at the invitation of relatives who have already taken the step of emigrating, and who find the conditions very much to their liking. The cost of the journey from Jamaica is about £80. This is well beyond the means of any labourer in that country, and most families save for many years in order to have enough money to send one son to Great Britain. The son, on arrival, will start saving diligently, so that he will have enough money to pay the passage of another member of his family.

On arrival in England, the immigrants do cause temporary inconveniences, and welfare officers are often hard-pressed to find them accommodation, but these problems are soon solved. For the first immigrants, work was rather difficult to find, but now many employers have lost the prejudices they had and say that the coloured people are among the best of workers. Most of the immigrants are trained in some trade, such as motor engineering or carpentry, but many have to take unskilled employment before they find a position to suit them.

Broadly speaking, the coloured people settle in two areas—London and Birmingham. In London they live mainly in Brixton and Paddington, where whole streets are sometimes taken over by coloured people. In Birmingham the situation is becoming critical, as the city is already overcrowded. The Corporation are, however, doing much to make the lot of the coloured people better, and a club is to be built where immigrants may meet white people on equal terms. The immigrants are very well-behaved, and a coloured community gives the police no more trouble than a white one.

It is now becoming apparent, however, that it is only the cost of the journey which is preventing a mass migration from Jamaica to this country and it would seem that some sort of control should be exercised over the entry of West Indians to Great Britain.

AN OFFICIAL OF THE BRITISH COUNCIL GIVES JAMAICAN STUDENTS ADVICE AFTER THEIR ARRIVAL: Students form the minority of the immigrants, most of whom are semi-skilled labourers.

***On left and right*— SOME MORE ARRIVALS AT SOUTHAMPTON: Four-year-old Veronica Rawle, *seen on left*, has come to this country to join her father, who is working as a mechanic in Birmingham. The Jamaican woman *on the right* has found her own method of overcoming the strike of dockers by carrying extra luggage on her head.**

ITALY—CORTINA D'AMPEZZO, THE "QUEEN" OF THE DOLOMITES: Enclosed by mountains, and surrounded by extensive ski-ing grounds, Cortina is not only one of the most beautifully situated winter sports resorts in the country, but it is also one of the gayest.

SWITZERLAND—ENJOYING THE SUN AMIDST THE SNOW NEAR CRANS, IN THE VALAIS: Although many people link winter sports resorts with active ski-ing, this need not be the case. You can, for instance, have a pleasant holiday watching other people doing the work, or go on excursions in horse-drawn sleighs.

FRANCE—OUT ON THE SLOPES AT CHAMONIX, ONE OF THE MOST FAMOUS CENTRES FOR WINTER SPORTS: This fashionable and almost fabulous resort offers, in addition to its superb position beneath Mont Blanc, excellent winter and spring ski-ing. It lies at the end of seven *téléphériques* connecting all the neighbouring centres.

The Sphere of Travel

MORE ABOUT WINTER SPORTS

In this, the Second of Two Articles on Winter Sports, are Some Suggestions for Sunshine Holidays Amidst the Snow in Switzerland, France and Italy

By GORDON COOPER

THERE are many people who prefer Switzerland, the home of winter sports, to all other countries. They like the order and cleanliness and the high standard of food and service at the hotels. They admire the efficient way in which the winter sports and social entertainments are organised. They love, of course, the wonderful Swiss mountain scenery and the stimulating air. And, perhaps most of all, they appreciate the fact that in this particular holiday land the British are considered to be V.I.P.'s. After all, it has been rather humiliating in recent years to find ourselves regarded in certain places abroad rather in the light of poor relations. The recent doubling of the travel allowance will dissipate some of this attitude, yet at the same time many Britons will remain loyal to those who strove to do their best for us through difficult times.

It is not easy to offer new suggestions regarding winter sports centres. In Switzerland, for instance, such famous resorts as Davos, St. Moritz, Zermatt, Grindelwald, Wengen and Mürren will always retain their faithful adherents. Each year these progressive places keep on increasing and streamlining their amenities, one of the improvements being an extension of chair-lifts to greater heights, thus increasing the length of the ski-ing season. Sometimes I feel, however, that modern developments in the winter sports industry tend to detract from the fundamental and simple joys of actual ski-ing. And I am of the conviction that as far as many British visitors are concerned there will be an increasing desire to seek out the simpler resorts which are not so highly commercialised.

Not everyone, for instance, is particularly keen to join in the constant round of organised social entertainments which are a feature of the leading resorts. Apart from the fact that this particular form of jollity may not make individual appeal, it can also be quite costly. To those who think along these lines but who at the same time do not wish to isolate themselves miles from anywhere, I offer the suggestion that they make their headquarters in certain Swiss cities, such as Zurich, Locarno, Lugano or Berne. In all these places there are evening amusements available, of course, but of a different nature to those provided by the resorts.

At the same time, the four towns mentioned can be recommended for the excellent ski-ing available in their neighbourhoods. By means of rapid bus services you are able in an hour or less to be amidst the snows and enjoying sport on the slopes. The Swiss National Tourist Office could advise you on the facilities available in this connection. Needless to say, the local resorts are fully equipped with ski-lifts, etc. At week-ends there will usually be crowds, but for the rest of the time there should be ample comfort.

All these four urban centres are delightful. Zurich, for instance, is noted for its cultural life, and offers a wide range of musical and theatrical fare. Locarno and Lugano have their lovely lakes and are probably the sunniest spots of their kind during the winter in Switzerland. As for Berne, it is a city of childlike enchantment. Just to visit the fat bears, to see in the old town the fascinating fountains, and to wander along the medieval streets lined with arcades, brings endless delight to even the most sophisticated traveller.

By means of the air services operated by B.E.A. and Swissair you can reach Zurich and Geneva in a couple of hours from London. Should you wish to continue on to a mountain resort, there are linking train and motor-coach services which take you to your destination with comfort and ease. Nor is the all-in cost any greater than second-class travel by train, if you use the night air services. For instance, you can leave London by air around midnight and be in Zermatt, Arosa or St. Moritz twelve hours later.

It is worth mentioning, too, that there are many small resorts, often with only an hotel or two, which are within easy reach of the large, glamorous centres: I think such places will make special appeal to many British visitors.

FRANCE.—Next I come to France, which although by no means as popular with British visitors as Switzerland, is nevertheless probably the finest country in Europe for ski-ing. My reasons for making this statement are, first, it is favoured with more sunshine in winter than Switzerland; and, secondly, the social atmosphere is more informal. Prices, too, especially if they are arranged through a travel agent specialising in winter sports holidays, are quite reasonable.

By far the most suitable part of France for ski-ing is the French Alps. At the main winter sports centres there fast *téléphériques* carry skiers to heights between 5,800 and 8,500 ft. There are even new *téléphériques* which go considerably higher. From these *téléphériques* a web of marked and prepared ski-runs spreads out; some—like those of Brévent, Rochebrune and Serre Chevalier—have a world-wide reputation.

In Savoy, in the region of Mont Blanc, there are three centres of international repute: Chamonix, Megève and Val d'Isère. Chamonix is undoubtedly the premier winter sports resort of France, and it ranks high among the leading resorts of Europe. It is also one of the most accessible resorts, being connected with Paris by an excellent service of express trains.

Megève, situated in a broad, sheltered valley dominated by the impressive peak of Mont Joly, is surrounded by mountain slopes which afford ski-runs of all grades of difficulty, and the cable-cars give access to several long ski-runs of up to three miles in length. This is perhaps the most fashionable of the resorts.

Val d'Isère, one of the highest villages in France, is situated in an open valley, sheltered by the high mountains which encircle it. It is predominantly a ski-ing centre, and with its fine sunshine record and reliable snow conditions, which extend into April, it has been for many years a favourite among the winter sports resorts of Savoy. The ski school, too, is considered one of the best in France.

For those seeking less fashionable resorts, I tender just four suggestions: La Clusaz, Chamrousse, Montgenèvre and Courchevel. La Clusaz is situated at the foot of the Col d'Aravis and dominated by the Aravis mountain range, whose north-eastern slopes afford good conditions until May. There is a range of good hotels to suit all purses.

Chamrousse is a comparatively new resort, situated near Grenoble, in the Dauphiny. It stands in open country and provides wonderful ski-ing. There are four or five new hotels there. Montgenèvre is also in the Dauphiny. It is a picturesque frontier village, facing Italy, and its special recommendation is its brilliant sunshine. The terrain is excellent for ski-ing and lugeing and there is a ski-jump.

Courchevel, in the Savoy, is not yet in any travel agent's list, but it is a lovely spot, situated in the adjoining valley to the Val d'Isère. I think it is a place which will delight many people who are not too concerned about staying in a fashionable resort.

ITALY.—I do not think I will be accused of exaggeration when I make the claim that Cortina d'Ampezzo is perhaps the most beautiful winter sports resort in the world. The matchless beauty of its landscapes, its sunny climate, its excellent snow, and its wide range of hotels should satisfy the most discriminating visitor. In 1956 it is to be the centre for the Winter Olympiad, and already many developments are being made to cope with this honour. There are two ski-jumps, a vast ice-rink, with heated verandah for the spectators, a bob-sleigh run of 2,300 yards, where world championships are contested. Skating, curling, ski-ing and slalom-runs, with plenty of evening amusements, make this resort in the heart of the magnificent Dolomites an enchanting place for spectators as well as participants. In fact, for non-active people, this is the spot which strikes my fancy most. And I would want to stay at the Miramonti Hotel, which I regard as being one of the pleasantest establishments in all Italy.

Breuil-Cervinia, in Aosta, is also a beautiful ski-ing centre and boasts the longest cable railway in Europe. This takes you up in a few minutes to Plan Maison and then on to the Plateau Rosa (10,500 ft.), where the panorama defies description. The Matterhorn, for instance, my favourite European mountain, seems to be only a stone's throw away.

Then, there is Sestrières, in the Turin Alps, with its curious circular hotels. This is also a wonderful centre for winter sports, and the ski-ing facilities are so smoothly organised that at the finishing-point of each principal run there is a bus service back to Sestrieres, and the starting-points of the cable railways.

USEFUL ADDRESSES

French Government Tourist Office, 179, *Piccadilly*, *W.1.*
Italian State Tourist Department, 201, *Regent Street*, *W.1.*
Swiss National Tourist Office, 458, *Strand*, *London*, *W.C.2.*
Thos. Cook and Son Ltd., *Berkeley Street*, *London*, *W.1* (*also branches*).
Lunns, 172, *New Bond Street*, *London*, *W.1.*
Erna Low, 47, *Old Brompton Road*, *London*, *S.W.7*

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FLOODWATERS

THE DISASTROUS FLOODS IN ONTARIO FOLLOWING HURRICANE "HAZEL"; AND THE EFFECTS OF THE RAINSTORMS IN SCOTLAND AND CUMBERLAND

IN THE WAKE OF HURRICANE "HAZEL"—THE FLOODS IN ONTARIO : An aerial view of the floodwater lapping against the partially submerged farm buildings in the Holland Marsh area, 42 miles from Toronto. More than a hundred people were estimated to have lost their lives in the Canadian province as Hurricane "Hazel," which a week earlier had begun in the Caribbean, swept through the United States northwards. In southern Ontario 1,500 families were rendered homeless, and a disaster fund was immediately opened. Around Toronto forty bridges were reported down, and it is estimated that 322,000,000 tons of water fell in the Humber River area, west of Toronto. The river rose 20 ft. Hurricane "Hazel" caused little more damage in other parts of Canada, and finally blew itself out, after covering nearly 3,000 miles, in the area of Hudson Bay.

THIS IS FARMING COUNTRY : A spectacular view of the land of the farming community of Holland Marsh, Ontario. The heavy rainfalls which accompanied Hurricane "Hazel" burst the banks of the rivers, while the hurricane itself caused many millions of dollars' worth of damage. Helicopters as well as boats took part in the search for the victims.

PLOUGHING THROUGH THE WATERS OF THE LAKE DISTRICT : The road between Thirlmere and Keswick, in Cumberland, is seen as it was under 3 to 6 ins. of water. In the background more storm clouds are gathering over Helvellyn. In some parts of Cumberland there had been only six days without rain out of the last 134. Later, the storms spread to other parts of Britain.

THE FLOODS REACH A WELL-KNOWN GLASGOW CENTRE : Bridgeton Cross under the floodwaters which poured into Glasgow and many other towns and villages of Scotland after the heaviest rainstorms experienced there. Glasgow had almost uninterrupted rain for four days, during which more than 4 ins. of rain fell. Traffic on the roads and railways was dislocated and telephone communications interrupted. In many parts of the country there were landslides, and rivers bursting their banks caused flooding in many of the low-lying districts. In the Clyde Valley carcasses of sheep were seen being washed into the Firth. The races at Ayr and the £3,000 amateur-professional golf tournament at Gleneagles had to be postponed. The River Esk rose 16 ft., the Tweed 8 ft., and the Rivers Annan, Teviot and Tyne all burst their banks at various points. In many parts of Cumberland also, flooding caused considerable damage.

NO QUEUES AT THIS BUS STOP ! Only the bigger lorries seem to be braving the floods in a road at Coatbridge, Lanarkshire. Motoring during the great Scottish rainstorm was made more difficult by landslides in some country areas, which blocked roads for many hours.

The World of Books—By VERNON FANE

SOLDIER, POET AND QUEEN

Three Biographical Studies; Memoirs of a Great Music-Hall Star; Lord Jowitt Reminisces; John Steinbeck's New Novel

THE name of General Gordon, Chinese Gordon, Gordon of the Ragged Schools, and finally, Gordon of Khartoum, was a legend in his lifetime and has remained one ever since his tragic death. Lord Elton tells the wonderful and extraordinary story once more, smoothly, ably and with an engrossing interest for those who care to read about great Englishmen. For Gordon was great: he was eccentric, as bewildered friends, acquaintances and War Office officials might note; he was in some sense a religious fanatic, though with a personal, rather naïve religion of his own; he thought that women were fearful (his own words); he had a quixotic, almost absurd sense of chivalry which impelled him to challenge a man to a duel simply because he was thought to have insulted a fellow C.B. But he was still great, and one of the clear objects of Lord Elton's biography is to show him as an object of admiration and understanding, in direct and pointed contrast to the "denigrations" of Lytton Strachey's study.

I found GENERAL GORDON (Collins. 25s.) a delight to read, on two planes: for the story itself which, to its bitter end, is an inspiring tale of adventure and selflessness, and for the author's laudable determination to present Gordon's character to his countrymen free from slurs and innuendoes.

The exact reverse might be said of Mr. F. W. Bateson's WORDSWORTH—A Re-Interpretation (Longmans. 21s.) which, apart from its critical analysis of the poet's position in the English Romantic Movement, provides a startling and disagreeable new theory on Wordsworth's relations with his sister. Mr. Bateson expounds this with confidence and finally with certainty, using that exasperating omniscience of the biographer: "The idea of incest had to be thrust forcibly out of the conscious mind. But it remained in Wordsworth's subconscious mind." Would it be impertinent to ask how he knows this? Or to ask for one piece of proof that this situation ever existed?

COMMEMORATING OSCAR WILDE, "POET, DRAMATIST, WIT": The newly unveiled plaque at 21, Westland Row, Dublin, where Wilde was born in 1854; at the same time a London County Council plaque was unveiled by Sir Compton Mackenzie at 34, Tite Street, Chelsea, where Wilde lived and wrote many of his works. Seen in this picture from left are Lennox Robinson; Miss Frankie Byrne; Dr. Bethel Solomons, and actor-producer Hilton Edwards.

I suppose that the first Queen Elizabeth has been almost as great an incentive to the biographer as Napoleon, but Sir Arthur S. MacNalty has contrived to find an unusual angle of approach to his new study of ELIZABETH TUDOR THE LONELY QUEEN (Christopher Johnson. 18s.), in concentrating partly on the physical aspects, which he reviews in a chapter headed *The Queen's Medical Case Sheet*, and partly on her isolation from friends or affectionate relations (her sister Mary hardly qualifying in that capacity). The pages of the book are inclined to bristle with a twiggy thicket of names and titles, but that is one of its few drawbacks, and I recommend to you the two appendices; the first, a list of the husbands proposed for her, twenty-seven in number, and the second, a list, with detailed qualifications, of her fourteen doctors.

TAKE IT FOR A FACT (Heinemann. 21s.) is a sprightly, good-humoured and endearing book of memoirs by one of the greatest of music-hall and musical comedy stars, Miss Ada Reeve, who celebrated her eightieth birthday this spring. As a book of theatrical reminiscence, which this is rather than a formal autobiography, it is practically a model of how the thing should be done, for not only has it *enough* contemporary photographs and good ones, but there is a full index, lists of plays, song titles and recitations and the essential matter of a thoroughly satisfying text, in which a considerable star tells her story with all the zest that has made her performances so rightly popular over all these years.

SOME WERE SPIES (Hodder and Stoughton. 16s.) is a compilation of twelve or more chapters by the Earl Jowitt dealing with some of the most celebrated cases in which he has been concerned whether as Counsel, Attorney-General or Solicitor-General. With his immense experience of the law in action, Lord Jowitt has been able to recall a greater variety of cases than many of his colleagues, and the material here includes the case of the Hatry crash, the Youssoupoff affair, in which a Russian princess sued an American film company, the Kylsant case, two cases of spies who landed during 1940 at parts of the coast which I can see as I write these lines, and as, one might say, a final flourish, the Boccaccian case of the Peeping Tom of Piper's Pool.

A DEER IN THE FAMILY (Michael Joseph. 5s.) is the enchanting true story of a newly-born roe fawn who was found in the woods near Copenhagen by a cottager who took it home and brought it up as a member of his family. Mr. John Hartmann's text has been translated from the Danish by Edith M. Nielsen, but we are not told who took the twenty-five splendid photographs that make the book the joy it is. Anyway, if it's not too morbidly early to start that kind of thing, remember this for your Christmas lists.

THE TEMPLE TIGER *and More Man-Eaters of Kumaon* (Geoffrey Cumberlege, Oxford University Press; London. 12s. 6d.) may have a slightly old-fashioned ring to it as a title, and the tracking and shooting of man-eating tigers may not be the very newest thing as a sport, but I doubt whether anything has yet been found that is much more dangerous or, to the right temperament, thrilling. In this book of Colonel Jim Corbett's, his own adventures in helping to rid the Indian people of some of the man-eaters that had been taking their toll in hundreds of lives are recounted with a straightforward simplicity that is very effective. "The near proximity of a tiger in daylight, even when it has not seen you, causes a disturbance in the bloodstream," he writes with commendable restraint. I am willing to go further, and to say that even reading this book of his about tigers caused some slight disturbance in mine.

The stream of fiction continues to be magnificent in its vitality and diversity and is headed this week by THE FLOWER GIRLS (Michael Joseph. 21s.), which is Miss Clemence Dane's immense new novel (there are nearly 700 pages of it) of several kinds of theatrical and film life in London, "the provinces," New York and Hollywood, and which is even more essentially the tale of several kinds of people, most of them related, in a professionally theatrical family. In spite of its length, however, and the richness of its texture, there is neither heaviness nor confusion in this beautifully balanced book, and the most exact as well as the most commendatory thing I can say about it is that it reflects the author's own incalculable zest for life.

That particular quality is absent from the next novel, THE CANDLE AND THE LIGHT (Macmillan. 12s. 6d.), which, however, has some compensating attributes of grace and delicacy of expression. This is the story of one of those characters whom Miss Hilda Vaughan excels in describing: a girl from the Welsh border country, poetic, withdrawn and passionate rather in her dreams than in her life. The girl in this case is a gifted writer who expresses that talent in a first novel dedicated to the secret and only love of her life, but the novel is withdrawn before publication, her husband's family objecting (with some reason, I thought) to the theme, and the talent sleeps for almost a generation. A thoughtful and compassionate book.

SWEET THURSDAY (Heinemann. 12s. 6d.) is Mr. John Steinbeck's new novel about his Cannery Row friends, and it is very, very funny indeed. Cannery Row, I will explain for those who have still to discover it, is mythically situated somewhere on the Californian Pacific coast. The canneries themselves are silent because the pilchards seem to have moved away or been caught, but the people who haven't been caught are still pretty lively, and each and every one of them is a Person in his or her own right or wrong. Their new sets of problems are as funny and as pathetic as ever and their treatment is masterly.

Mr. Speed Lamkin (and I hope very much that this is not a *nom de plume*) has written THE EASTER EGG HUNT (Weidenfeld and Nicolson. 12s. 6d.) about Hollywood and some of its more convincing types, as seen by an ambitious young magazine writer, who is quite a type himself. Mr. Lamkin gives us a multi-millionaire and his deliciously pretty dipsomaniac wife, a young director (ambitious) and his young wife (voracious), agents, hangers-on, gossip columnists, professional guests and a really horrid Mom. It is all immensely readable, clever and, intentionally or not, is a Book with a Message. This is that the greatest fortunes in Hollywood come from oil, not films.

Of this week's two volumes of short stories I found Mrs. Elizabeth Taylor's the most rewarding. HESTER LILLY (Peter Davies. 10s. 6d.) in its long title story has a work most characteristic of this author's idiom, subtle, intense, perceptive and often witty, and the other pieces, some of them no more than sketches, show a variety that is unusual in a collection of this kind; that is often sought for by short-story writers but really achieved here.

PICK OF TO-DAY'S SHORT STORIES—5 (Putnam. 10s. 6d.) has been once more edited with much distinction by Mr. John Pudney, who restates his policy of entertainment, which I find an excellent one, and tells the reader some of the ways in which he judges material. Of the collection of twenty-four stories, the greater number of them by new writers, I made my own pick of Mr. Geoffrey Dutton's *Nikolai* and A. E. Treppass's *No Picnic at Pelangar*.

GLORIFYING SKORZENY

Charles Foley's "Commando Extraordinary"

So now it seems we are going to have a German Army and a Skorzeny legend. The Germans are fond of military legends, and Charles Foley's book, COMMANDO EXTRAORDINARY (Longmans. 15s.), with an eulogistic foreword by Major-General Sir Robert Laycock, former Chief of Combined Operations, builds up the figure of Otto Skorzeny to massive proportions. It was Skorzeny who snatched Mussolini from his impenetrable mountain prison, bringing him back into Axis affairs after his fall from power; it was Skorzeny who stormed the Regent Horthy's castle in Budapest just when that worthy was about to sign a separate peace with the Russians; it was Skorzeny who sowed chaos behind the Allied lines during the final Battle of the Bulge in the Ardennes when he launched an "American Brigade" of disguised Germans and caused such widespread confusion that Eisenhower, the Supreme Commander, was virtually a prisoner in his own headquarters for a week. This man of daring, who flashed like a comet through the autumn sky of Nazi Germany, certainly infused a spirit of attack and daring and unexpectedness into the dying Reich, and we are right to recall these tactics, but why in all these things should Skorzeny be the man to be glorified? That is what is so hard to understand. Does Mr. Foley think that Mr. Skorzeny is the first of the guerilla fighters? There have always been soldiers with the brains and the imagination to attain their ends by ways and means diametrically opposed to those of the military school, the drill-ground and the technical field order. Hereward the Wake was a very prince and exemplar of such methods. William Wallace and Robert Bruce in Scotland, and Du Guesclin, who opposed the English invasion of France, all leap to mind. The American Civil War, too, produced a whole crop of Skorzenys, and coming to more modern times, Wingate, of the Chindits, and Stirling, of the Marine Commandos, both followed the high path of military irregularity. If we bear these facts in mind, Mr. Foley's book, well and excitingly written as it is, comes into a truer perspective. What is important is to heed the author's warning that, more than ever, guerilla tactics may prove to be the dominant technique in any future conflict.

Cledwyn Hughes, who has written delightfully of the Welsh countryside and its people in numerous successful books, has surpassed himself in his charming new volume, WEST WITH THE TINKERS (Odhams. 15s.). In Shrewsbury on a sunny May morning he joined the Powell family and there they stocked up with the raw materials of their craft, solder and cement, pots and pans and crocks, and thus, with the pots jangling from their gaily-painted cart, they set off for Wales, entering this land of enchantment through the Severn Valley. How they wandered from village to town and among the farmsteads Mr. Hughes tells in his own familiar fashion, and while the tinkers pursued their calling the author gathered in a rich store of country lore.

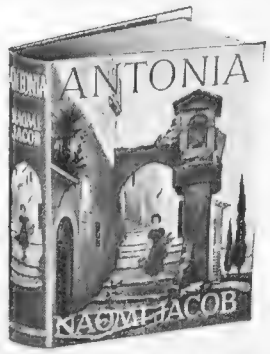
Another grand book for the countryman is Dugald Macintyre's MEMORIES OF A HIGHLAND GAMEKEEPER (Seeley, Service. 15s.). He tells of days of grouse-shooting at Tulchan Lodge, on Speyside, when the Kaiser was the guest of Edward VII and when gamekeepers sold the King's empty cartridge-cases for 6d. apiece and the Emperor's for 3d. The incidents and accidents of shooting, fishing and deer-stalking are well described and seemingly inexhaustible.

Eric Taverner makes a fresh approach to the pleasures and problems of fly fishing with his book, A DAY ON A CHALK STREAM (Seeley, Service. 21s.). The book is just what the title describes, and we follow in words and pictures the angler through the day from the joyous anticipation of the morning to the day's end when, with failure or success, he returns home to ponder upon the day's experiences. The pictures were all taken on the river while the author was in the course of tackling his problems. For the beginner they are sure to prove most helpful and for the experienced fisherman they offer an opportunity of witnessing another angler's well-developed technique.

Gerald Durrell tells of his experiences in pursuit of the rare fauna of the Cameroons under the unusual title of THE BAFUT BEAGLES (Rupert Hart-Davis. 15s.). This was the name which he gave to the pack of African mongrel dogs with which he hunted and captured some of the world's oddest and most elusive creatures, among them flying mice and booming squirrels. Delightful line drawings adorn the text.

Among famous last words, not officially credited but widely circulated, were the words of Oscar Wilde—"My wallpaper is killing me—one of us must go." Wallpaper does indeed vary in appeal from the sublime to the unspeakable. There have been periods when its manufacture has reached a peak of artistry. In THE BOOK OF WALLPAPER (Arthur Barker. 30s.), E. A. Entwistle has written a most valuable treatise on this fascinating subject. Some of the excellent photographs deal with the development of the industrial product by the successful adaptation of the colour-printing machine.

BOOKS FOR OUR READERS



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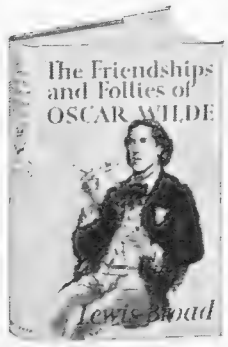

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The Neighbours. . . . . An Animal Anthology, compiled and illustrated by Fougasse. A collection of other people's words about birds and beasts. Illustrated by Fougasse in his own inimitable way. All royalties from this book are being devoted to the work of the Universities' Federation for Animal Welfare. (*Methuen.* 7*s.* 6*d.*)

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The Candle and the Light. . . By Hilda Vaughan. The story of a woman's forty-year love for a novelist, set against the shrewdly observed background of a small Welsh town. (*Macmillan.* 12*s.* 6*d.*)

The Ascent of Alpamayo. . . . By G. Kogan and N. Leininger. An unusual feature of this expedition to the Andes was the inclusion of two women climbers. The feminine view on mountaineering adds considerably to the interest. Illustrated. (*Harrap.* 15*s.*)

His Country Was the World. . By Charles Beatty. A penetrating, vividly written study of General Gordon of China and Khartoum, most enigmatic of the Great Victorians—a fanatic, an ascetic, a superlatively brave man. (*Chatto and Windus.* 21*s.*)

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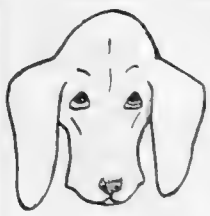

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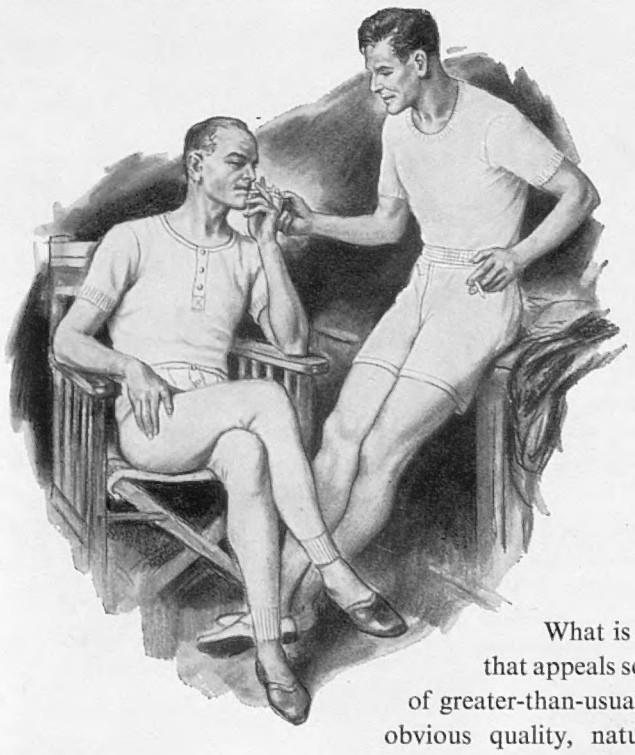

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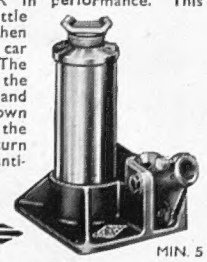

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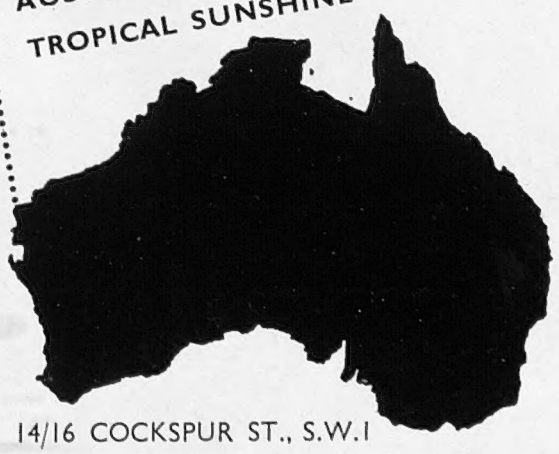

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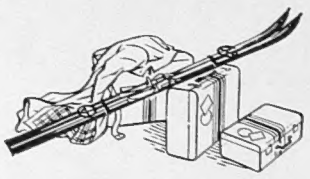

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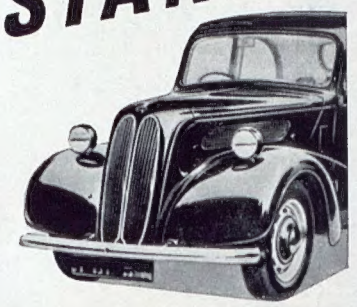

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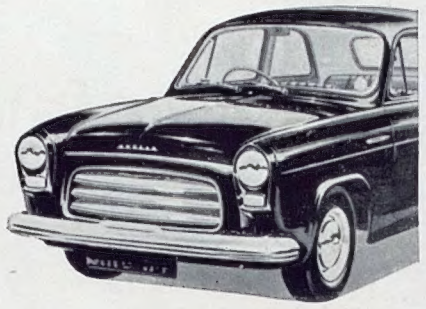

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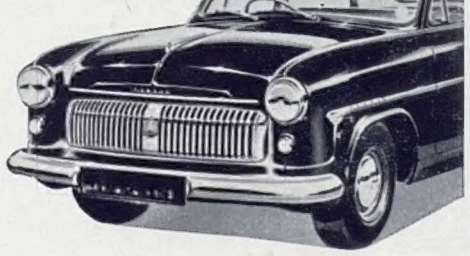

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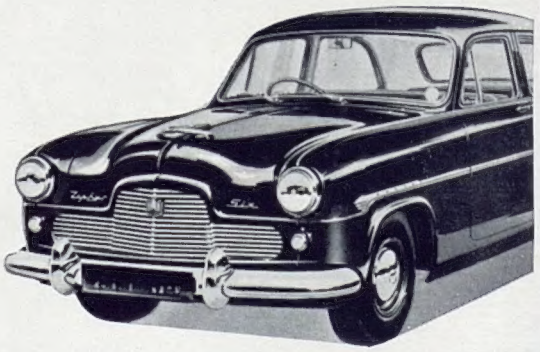

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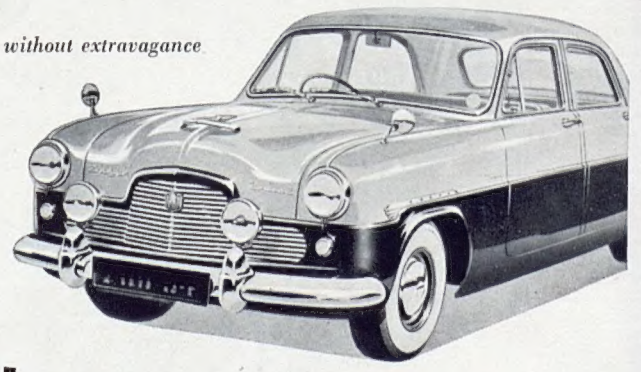

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